



Newtown to city bus and bike proposal

All submitters report

11 August - 31 August 2022

Submission	Name	Suburb	Individual/Organisation	Page
1	Driscoll	Strathmore Park	An individual	50
2	Max Chick	Hataitai	An individual	51
3	Tessa	Island Bay	An individual	52
4	E Horner	Island Bay	An individual	53
5	Josh Dry	Island Bay	An individual	54
6	Shawn	Newtown	An individual	55
7	Thomas Morrisey	Newtown	An individual	56
8	Hannah	Berhampore	An individual	57
9	Paul Brabet	Hataitai	An individual	58
10	Ellie	Mount Cook	An individual	59
11	Ethan hakopa	Roseneath	An individual	61
12	Laura	Te Aro	An individual	62
13	Anya Wood	Kelburn	An individual	63
14	Daniel	Other	An individual	64
15	Megan	Aro Valley	An individual	65
16	Katie Benson	Khandallah	An individual	66
17	David Chittenden	Hataitai	An individual	67
18	Matt Mckillop	Mount Cook	An individual	68
19	Johanna Berkahn	Newtown	An individual	69
20	Andrea	Tawa	An individual	70
21	Mia Parker-Green	Newtown	An individual	71
22	Achim Gaedke	Miramar	An individual	72
23	Simon	Island Bay	An individual	73
24	Owen Baxendale	Southgate	An individual	74
25	Ben	Te Aro	An individual	75
26	Mark Fahy	Lyll Bay	An individual	76
27	AnneMarie Curtis		An individual	77
28	Cameron Hart	Karori	An individual	78
29	Oliver Dickie	Mount Victoria	An individual	79
30	Lausii Tualupe	Newtown	An individual	80
31	William Miller	Newtown	An individual	81
32	Garf	Mount Cook	An individual	82
33	K	Other	An individual	83
34	Sonya Cameron	Island Bay	An individual	84

35	Anuj	Brooklyn	An individual	85
36	charlotte	Island Bay	An individual	86
37	Jess	Tawa	An individual	87
38	Dani	Mount Victoria	An individual	89
39	Sam	Paparangi	An individual	90
40	Tim Leathart	Wilton	An individual	91
41	Janine Evans	Melrose	An individual	92
42	Ron	Vogeltown	An individual	93
43	Lincoln	Other	An individual	94
44	Amy Zeilstra	Hataitai	An individual	95
45	Liz	Khandallah	An individual	96
46	Jay Garden	Te Aro	An individual	97
47	Mary Fisher	Wellington Central	An individual	98
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49	Mark Coburb	Mount Victoria	Port Nicholson Poneke (PNP) Cycle Club	100
50	David Tong	Newtown	An individual	101
51	D Gorton		An individual	102
52	Nigel Williamson	Hataitai	An individual	103
53	Jessica-Lee	Aro Valley	An individual	104
54	izzy	Newtown	An individual	105
55	Sam	Other	An individual	106
56	Paul	Te Aro	An individual	107
57	Andrew Lensen	Te Aro	An individual	108
58	Rakshaya Ashpk	Berhampore	An individual	109
59	Frith Williams	Island Bay	An individual	110
60	Callan	Lyll Bay	An individual	111
61	Tanguy Pellerin	Kelburn	An individual	112
62	Sean Barker	Berhampore	An individual	113
63	LJ Yearbury-Murphy	Mount Victoria	An individual	114
64	Gabrielle O'Rourke	Newtown	An individual	115
65	Brendan White	Newtown	An individual	116
66	Bronwyn Phillipps	Southgate	An individual	117
67	Oliver Shearer	Miramar	An individual	118
68	Robb Morison	Karori	An individual	119
69	Phil Bain	Te Aro	An individual	120
70	Sam Archer	Te Aro	An individual	121

71	Kirstin Gibb	Island Bay	An individual	122
72	Haig Davidson	Other	Mitsubishi Motors New Zealand	124
73	Kaylene Larking	Newtown	An individual	125
74	Luigi Muollo	Seatoun	Standard 956 Limited	126
75	Nicole Gaston	Newtown	An individual	127
76	John-Luke Day	Berhampore	An individual	128
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78	Amy-lou Turner	Berhampore	An individual	131
79	Hannah	Island Bay	An individual	133
80	Julian Kersey	Hataitai	An individual	134
81	Richard Devery	Other	An individual	135
82	Mackenzie	Hataitai	An individual	136
83	Martin			137
84	Jacqui		An individual	138
85	Derek	Hataitai	An individual	139
86	kat	Johnsonville	An individual	140
87	Cheye	Johnsonville	An individual	141
88	madi	Te Aro	An individual	142
89	Phoebe	Brooklyn	An individual	143
90	Murray Johns	Other	An individual	144
91	Kyle	Other	An individual	145
92	Shaunelle	Rongotai	An individual	146
93	Carlin	Aro Valley	An individual	147
94	jess mclay	Mount Cook	An individual	148
95	Carne	Mount Victoria	An individual	149
96	Aimee	Other	An individual	150
97	kevin nash	Other	An individual	151
98	Hayden	Other	An individual	152
99	Kelsey Drysdale	Other	An individual	153
100	Mara	Thorndon	An individual	154
101	Hunter Mitchell	Ngaio	Rutherford & Bond Toyota	155
102	Mathias Corwin	Newtown	An individual	156
103	Catriona Simpson	Berhampore	An individual	157
104	Murray Ogilvie	Newlands	An individual	158
105	Brett Halkett	Miramar	An individual	159
106	Mel B	Newtown	An individual	160

107	John Gerondis	Seatoun	An individual	162
108	Tim Blackmore	Hataitai	An individual	164
109	Danielle Wellwood	Vogeltown	An individual	165
110	Leaha North	Newtown	An individual	166
111	Leonie Mercer	Khandallah	An individual	167
112	Ben	Lyall Bay	An individual	168
113	Taylah	Te Aro	An individual	169
114	Nathaniel Millington	Mount Cook	An individual	170
115	Elliot Bartley	Miramar	An individual	171
116	Justin Broom		An individual	172
117	Nicholas Booth	Melrose	Newtown School / Te Kura O ngā Puna Waiora	173
118	Duncan Domett	Newtown	An individual	174
119	Nathan Overall	Te Aro	An individual	176
120	Chris	Other	An individual	177
121	Tohia Love	Aro Valley	An individual	178
122	Bob Aldred	Berhampore	An individual	179
123	Alex	Hataitai	An individual	180
124	thorsten stanley	Northland	An individual	181
125	Geoff HENRY	Miramar	An individual	182
126	Sam	Other	An individual	183
127	Huria	Mount Cook	An individual	184
128	ange	Oriental Bay	An individual	185
129	a c young	Karori	An individual	186
130	Ben	Other	An individual	187
131	Andrew Evans	Ngaio	An individual	188
132	Zach	Newtown	An individual	189
133	DIANNE & Les DYNE	Kingston	An individual	190
134	Tim Jenkins	Karori	An individual	191
135	Lucy Stewart	Wadestown	An individual	192
136	Kirsty	Miramar	An individual	193
137	Andrew Bartlett	Miramar	An individual	194
138	Kieran Martin	Southgate	An individual	196
139	Luke	Newtown	Generation Zero	197
140	peter Gates	Ngaio	An individual	198
141	Caroline	Ngaio	An individual	199
142	Sarah	Newtown	An individual	200

143	Emilia	Miramar	An individual	201
144	Eeuwe Schuckard		An individual	202
145	Josh	Newtown	An individual	203
146	Tan Pheng Tan	Other	An individual	204
147	Hunter Davidson	Brooklyn	An individual	205
148	Scott	Brooklyn	An individual	206
149	Liam	Newtown	An individual	207
150	Michael Dowse	Newtown	An individual	208
151	Rebekah	Newtown	An individual	209
152	Lorelei	Newtown	An individual	210
153	B Phillips	Owhiro Bay	An individual	211
154	Joshua Buckler	Newtown	An individual	212
155	Steve Cosgrove	Newtown	An individual	213
156	Luke R	Other	An individual	214
157	Alana Hathaway-Rokotakala	Rongotai	An individual	215
158	Amber Trembath	Paparangi	An individual	216
159	Connie May Nisbet		An individual	217
160	Stephanie RJ	Kilbirnie	An individual	218
161	Jarrod moss	Other	An individual	220
162	Claudia Vallebella	Miramar	An individual	221
163	julia	Aro Valley	An individual	222
164	Bill	Southgate	An individual	223
165	Fergus Prince	Ohariu	An individual	224
166	Kim	Berhampore	An individual	225
167	Morgan Kelly	Newtown	An individual	226
168	Helmut	Te Aro	An individual	227
169	Terrance	Other	An individual	228
170	alex	Mount Victoria	An individual	229
171	Jacob McElwee	Newtown	An individual	230
172	Matthew	Karori	An individual	231
173	Nope	Churton Park	An individual	232
174	Ann-Kaisarina Pettit	Mount Cook	An individual	233
175	Matthew Cross	Newtown	An individual	234
176	Hannah Newport-Watson	Kilbirnie	An individual	235
177	Frances Mountier	Newtown	An individual	236
178	Karen	Newtown	An individual	238

179	Bridget Hargreaves	Wadestown	An individual	239
180	KM	Newtown	An individual	240
181	Angus	Berhampore	An individual	241
182	Jack		An individual	242
183	Michael Smyth		An individual	243
184	David Cadman	Thorndon		244
185	E	Other	An individual	245
186	Karl Fontaine	Brooklyn	An individual	246
187	Susan	Miramar	An individual	247
188	Andrew	Other	An individual	248
189	Que	Te Aro	An individual	249
190	Sylvie	Brooklyn	An individual	250
191	Jackie Foster	Southgate	An individual	251
192	Connor	Wadestown	An individual	252
193	Ian Harcourt	Newtown	An individual	253
194	Paula Daly	Berhampore	An individual	254
195	Bethany Miller	Kingston	An individual	255
196	Stefaan Janssens		An individual	256
197	William Smith	Hataitai	An individual	257
198	Kimberly	Hataitai	An individual	258
199	Diccon Round	Melrose	An individual	259
200	Lochlin	Tawa	An individual	260
201	No	Newtown	An individual	261
202	Ed Turnbull	Island Bay	An individual	262
203	Anke	Karori	An individual	263
204	Nina White	Newtown	An individual	264
205	Paul Dalley	Island Bay	An individual	265
206	Luke	Other	An individual	266
207	Sebastien Perry-Dumarquez	Mount Cook	An individual	267
208	Christian Williams	Newlands	An individual	268
209	Steve Bielby	Other	An individual	269
210	Dan Smith	Seatoun	An individual	270
211	Rosie Morrison	Other	An individual	271
212	James kinsella	Lyall Bay	An individual	272
213	Logan O'Driscoll	Berhampore	An individual	273
214	Katie Mattera	Southgate	An individual	274

215	Blaise	Other	An individual	275
216	Benjamin Fabish	Kilbirnie	An individual	276
217	Fergus Bassett	Newtown	An individual	277
218	Mike Mawdsley	Thorndon	An individual	278
219	Max Spooner	Newtown	An individual	279
220	Annie Sansom	Mount Cook	An individual	280
221	Steven	Newtown	An individual	281
222	Sam Baker	Johnsonville	An individual	282
223	Polly Griffiths	Wadestown	An individual	283
224	Adam Cheney	Wadestown	An individual	284
225	rachel cooper	Other	An individual	285
226	Beth Goodwin	Newtown	An individual	286
227	Jon	Newtown	An individual	287
228	Petra	Hataitai	An individual	288
229	L Kwapisz	Brooklyn	An individual	289
230	James Gray	Miramar	An individual	290
231	Nick Penfold	Paparangi	An individual	291
232	Greg Murison	Berhampore	An individual	292
233	Clare O'LOUGHLIN	Roseneath	An individual	293
234	Marina Macfarlane	Mount Victoria	An individual	294
235	Brad	Thorndon	An individual	295
236	alexia askari	Island Bay	An individual	296
237	Nicole Askari	Island Bay	An individual	297
238	Melissa	Karori	An individual	298
239	Mark	Newtown	An individual	299
240	Jo	Newtown	An individual	301
241	Dylan	Hataitai	An individual	302
242	Emile J	Newtown	An individual	303
243	Salil Khasnis	Newtown	An individual	304
244	Chris Owens	Te Aro	An individual	305
245	Elena		An individual	306
246	HanLing Petredean	Berhampore	An individual	307
247	Isabel	Newtown	An individual	308
248	Esther	Karaka Bays	An individual	309
249	New Crossways Community Trust	Mount Victoria	New Crossways Community Trust	310
250	Asia	Newtown	An individual	311

251	Sarah Rogers	Mount Cook	An individual	312
252	P	Karori	An individual	313
253	JD	Newtown	An individual	314
254	Megan Hubscher	Karori	An individual	315
255	Ishwer Ranchhod	Miramar	An individual	316
256	Eliza Prestidge Oldfield	Newtown	An individual	317
257	Grace	Newtown	An individual	318
258	Kerin Moriarty	Island Bay	An individual	319
259	Svend Hansen	Khandallah	An individual	320
260	Rachel Hansen	Karori	An individual	321
261	Sharon beattie	Brooklyn	An individual	322
262	livi	Te Aro	An individual	323
263	Ben	Melrose	An individual	324
264	Paige	Newtown	An individual	325
265	Leon davidson	Newtown	An individual	327
266	Molly	Newtown	An individual	328
267	Philip Cleaver	Melrose	An individual	329
268	Jo Lonsdale	Brooklyn		330
269	S robinson	Berhampore	An individual	331
270	Ian Welch	Berhampore	An individual	332
271	Callum Riach	Te Aro	An individual	333
272	Craig Lewis	Tawa	An individual	334
273	Violet chong	Newtown	An individual	335
274	Tyrone	Mount Cook	An individual	336
275	Kit withers	Karori	An individual	338
276	Daisy Cadigan	Newtown	An individual	339
277	Jerah	Hataitai	An individual	340
278	Michael Burn	Strathmore Park	An individual	341
279	Mike Nyland	Oriental Bay	An individual	342
280	Harriette Mangin	Berhampore	An individual	343
281	Rowan Barrie	Wellington Central	An individual	344
282	David Bowers-Mason	Newtown	An individual	345
283	Melanie McGrath	Brooklyn	An individual	346
284	Melanie Hamilton	Other	An individual	347
285	Margaret Anne Jeune	Brooklyn	An individual	348
286	Camilla	Mount Cook	An individual	349

287	Michelle Christie	Aro Valley	An individual	350
288	Kel	Miramar	An individual	351
289	Nathan	Paparangi	An individual	352
290	Rob Neilson	Newtown	An individual	354
291	Amanda Berkahn	Southgate	An individual	355
292	David Laing	Hataitai	An individual	356
293	Teresa Maguire	Hataitai	An individual	357
294	Jasmine	Other	An individual	358
295	glenn pitcaithly	Other	An individual	359
296	Isabella Cawthorn	Other	An individual	361
297	Ellie Clayton	Hataitai	An individual	363
298	Eryn	Newtown	An individual	364
299	Alastair Foster	Island Bay	An individual	365
300	Lou Strand	Wellington Central	An individual	366
301	Murray Hall	Mount Victoria	An individual	367
302	Constanze	Vogeltown	An individual	368
303	Christian Hoerning	Vogeltown	An individual	369
304	Aaron	Newlands	An individual	371
305	Simon	Karori	An individual	373
306	Max	Newtown	An individual	374
307	Caroline Shaw	Hataitai	An individual	375
308	Mark shaw	Island Bay	An individual	376
309	Christopher Dudfield	Vogeltown	An individual	377
310	Isaac	Berhampore	An individual	379
311	Kate Day	Berhampore	An individual	380
312	Anna	Berhampore	An individual	382
313	Wayne Oliver	Newtown	An individual	383
314	Nive	Brooklyn	An individual	384
315	Barbara	Island Bay	An individual	385
316	Anna-Marie	Southgate	An individual	386
317	Rachel Cassey	Hataitai	An individual	387
318	Nicholas	Miramar	An individual	388
319	Bex Radford		An individual	389
320	Sumanth Athreya Seshasayee	Brooklyn	An individual	390
321	Phoebe Prescott	Te Aro	An individual	391
322	Tim Prescott	Te Aro	An individual	392

323	Karen Prescott	Te Aro	An individual	393
324	Joe Jones	Other	An individual	394
325	Jen	Other	MTI	395
326	Bonnie Kew	Brooklyn	An individual	396
327	Paul Simperingham	Island Bay	An individual	397
328	Bex	Brooklyn	An individual	398
329	Alex Dyer	Island Bay	Cycle Wellington	399
330	Ely	Island Bay	An individual	400
331	Juno Dyer	Island Bay	An individual	401
332	Montague Dyer	Island Bay	An individual	402
333	Alex Dyer	Island Bay	An individual	403
334	Jake	Newtown	An individual	405
335	Heather	Island Bay	An individual	406
336	Lauree Rickard	Brooklyn	An individual	407
337	Janet Pascoe	Ngaio	An individual	408
338	Cameron	Newtown	An individual	409
339	Nikite	Brooklyn	An individual	410
340	Helen Willis	Karaka Bays	An individual	411
341	Paul Callister	Other	An individual	412
342	Dan Ruck	Brooklyn	An individual	413
343	john forne	Roseneath	An individual	414
344	Lucy	Berhampore	An individual	416
345	Jeff Robinson	Island Bay	An individual	418
346	Jennifer Hazel	Hataitai	An individual	419
347	dave	Newtown	An individual	420
348	Aaron	Northland	An individual	422
349	Joel Latimer	Mornington	An individual	423
350	Johnny	Newtown	An individual	424
351	Josh	Newtown	An individual	425
352	Ezequiel	Miramar	An individual	426
353	Jessica MacDonald	Te Aro	An individual	427
354	Sam Hood	Other	An individual	428
355	Rowan	Newtown	An individual	430
356	Sarah	Worser Bay	An individual	431
357	Michael Hudson-Doyle	Island Bay	An individual	432
358	Sharlene Maslin	Newtown	An individual	433

359	Finn Ridley Maslin	Newtown	An individual	435
360	Andrew Williams	Southgate	An individual	436
361	Alana Oakly	Hataitai	An individual	438
362	Aperahama Locke	Berhampore	An individual	439
363	Anthea Moreham	Northland	An individual	440
364	Genevieve Meyer	Northland	An individual	441
365	Pravin	Mount Cook	An individual	442
366	Casey James	Brooklyn	An individual	443
367	Dave Chowdhury	Ngaio	An individual	444
368	Isabel Kelly	Mount Cook	An individual	445
369	Jonny Osborne	Miramar	An individual	446
370	Megan	Highbury	An individual	447
371	Geoff	Newlands	GSW Martial Arts	448
372	Jack Bewley	Kelburn	An individual	449
373	Nicola wilson	Maupuia	An individual	450
374	R hilliar	Kilbirnie	An individual	451
375	Cheryl Anderson	Rongotai	An individual	452
376	Te Kāhui Tapsell	Newtown	An individual	453
377	Maxine Lee-Johnson	Mount Cook	An individual	454
378	Holly Norton		An individual	455
379	lynn dewhurst	Other	An individual	456
380	Bruce Bayliss	Happy Valley	An individual	457
381	Michael	Ngaio	An individual	458
382	Florrie (9)	Newtown	An individual	459
383	Paul	Newtown	An individual	460
384	Alison Pharaoh	Mount Victoria	An individual	461
385	Hannah Gale	Berhampore	An individual	462
386	Cliff Robinson	Kelburn	An individual	463
387	Joanna Tarleton	Newtown	An individual	465
388	Sarah Vidler	Newtown	An individual	466
389	Jackson Noble	Karori	An individual	467
390	Adam Partridge	Mount Cook	An individual	468
391	LM	Brooklyn	An individual	469
392	JV Ramanikumar	Newtown	An individual	470
393	Suresh Syed	Other	An individual	471
394	John Smith	Newtown	An individual	472

395	Morgan Parker	Mount Victoria	An individual	473
396	Nicola	Island Bay	An individual	474
397	Jane Byrne	Island Bay	An individual	475
398	Joe Purdy	Strathmore Park	An individual	476
399	Scott Ryland	Karori	An individual	477
400	Gillian watson	Mount Cook		478
401	Brian Main	Owhiro Bay	An individual	479
402	Rebecca Downes	Houghton Bay	An individual	480
403	Belinda	Karori	An individual	481
404	Dancemonkey	Karori	An individual	482
405	Sam Gilkison	Karori	An individual	483
406	Bill Wilson	Karori	An individual	484
407	A Porter	Other	An individual	485
408	Liam	Mornington	An individual	486
409	James Harris	Newtown	An individual	487
410	G Bahr	Newtown	An individual	488
411	HJ	Newtown		489
412	Pip	Newtown	An individual	490
413	aidy sanders	Melrose	An individual	491
414	Should not be required	Island Bay	An individual	492
415	Neil Adams	Karori	An individual	493
416	Cat	Brooklyn	An individual	494
417	Stephen	Hataitai	An individual	495
418	Murray Grindlay	Kilbirnie	An individual	496
419	Jim Taylor	Miramar	An individual	497
420	Kate Hall	Island Bay	An individual	498
421	Jason Gush	Melrose	An individual	499
422	Sadie	Melrose	An individual	500
423	Kirsten Forsyth	Lyll Bay	An individual	502
424	Antonia		An individual	503
425	Emily		An individual	504
426	Veronica	Island Bay	An individual	505
427	Laura Callaghan	Island Bay	Newtown Acupuncture Centre	506
428	Tom Bennion	Other	An individual	507
429	Brittany	Newlands	An individual	508
430	Catherine Batt	Berhampore	An individual	509

431	Nic	Khandallah	An individual	510
432	Susan Bailey	Newtown	An individual	511
433	Darren	Vogeltown	An individual	512
434	Geraldine Treacher	Berhampore	An individual	514
435	CHeree Ridder	Island Bay	An individual	515
436	Daniel	Island Bay	An individual	516
437	Elly	Karori	An individual	517
438	Richard Taylor	Khandallah	An individual	518
439	Frank	Kingston	An individual	519
440	Jono	Karori	An individual	520
441	Tracy	Newtown	An individual	521
442	Tegan SW	Karori	An individual	522
443	Adam	Newlands	An individual	523
444	Steph	Crofton Downs	An individual	524
445	Andrew Murray	Te Aro	An individual	525
446	Sebastian	Kilbirnie	An individual	526
447	James	Oriental Bay	An individual	527
448	Oliver Devlin	Mount Cook	An individual	528
449	Annalize Struwig	Newtown	An individual	529
450	James Mackessack	Te Aro	An individual	530
451	Thomas Gorman	Te Aro	An individual	531
452	Sophie cossens	Newtown		533
453	Hoani Hakaraia	Mount Victoria	An individual	534
454	Liam Scott	Newtown	An individual	535
455	Sam	Kingston	An individual	536
456	Matthew Searle	Berhampore	An individual	537
457	Kate	Berhampore	An individual	539
458	Finn Illsley-Kemp	Wadestown	An individual	541
459	Frances b	Southgate	An individual	542
460	Kieran Upton	Other	An individual	543
461	Susannah	Brooklyn	An individual	544
462	Lynne	Mount Cook	An individual	545
463	Alec	Northland	An individual	546
464	V Dogg	Newtown	An individual	547
465	Barry Murphy	Te Aro	An individual	548
466	Patrick Lam	Kelburn	An individual	549

467	Anne Cave	Newtown	An individual	551
468	Mitchell Smith	Hataitai	An individual	552
469	Jack Yates	Mornington	on behalf of an organisation	553
470	Charlie Woodward	Newtown	An individual	554
471	Clare Gillard	Newtown	An individual	555
472	Emma	Mornington	An individual	557
473	Adam	Hataitai	An individual	558
474	Anna	Kilbirnie	An individual	559
475	Genie	Lyall Bay	An individual	560
476	John	Other	An individual	561
477	Fleur Maseyk	Newtown	An individual	562
478	Malcolm Bell	Mount Victoria	An individual	563
479	Yingying Lu	Mount Victoria	An individual	564
480	Heather Garside	Northland	An individual	565
481	Jessie Black	Kelburn	An individual	566
482	Mika	Kelburn	An individual	567
483	monty		An individual	568
484	Jai		An individual	569
485	Charlie Sheppard	Miramar	An individual	570
486	Anonymous	Newtown	An individual	571
487	ren	Berhampore	An individual	572
488	Johnny Hannah	Wilton	An individual	573
489	Hazel	Newtown	An individual	574
490	Rebecca Rombel	Northland	Wellington High School	575
491	Jess McKnight	Newlands	An individual	576
492	Sue Kemp	Strathmore Park	An individual	577
493	Regan Dooley	Island Bay	An individual	579
494	Tamsin White	Newtown	An individual	581
495	Karl Jackson	Southgate	An individual	582
496	Haydon	Makara	An individual	583
497	Ben	Lyall Bay	An individual	585
498	James Barber	Newtown	An individual	586
499	Aneesha	Miramar	An individual	587
500	Ben White	Island Bay	An individual	588
501	Dot Smith	Island Bay	An individual	589
502	Billy	Island Bay	An individual	590

503	Billy Clemens	Newtown	An individual	591
504	Joseph	Mount Cook	An individual	592
505	William O Connor	Northland	An individual	593
506	Ralf Schwate	Te Aro	An individual	594
507	Emily Pike	Other	An individual	595
508	Niamey	Mount Cook	An individual	596
509	Ben	Tawa	An individual	597
510	Sarah Dalton	Other	An individual	598
511	Dean	Lyall Bay	An individual	599
512	Nadia Foskett	Te Aro	An individual	600
513	Charlie Hann	Miramar	An individual	601
514	David	Mount Cook	An individual	602
515	Katherine	Thorndon	An individual	603
516	Sam	Maupuia	An individual	604
517	Jon Hertzig	Mount Victoria	An individual	605
518	Audrey May	Mount Victoria	An individual	606
519	Sam	Other	An individual	607
520	Florence	Mount Cook		608
521	Dean Paterson	Newtown	An individual	609
522	Martin Herring	Vogeltown	An individual	610
523	Aidan	Kingston	An individual	611
524	Aimee Geoghegan	Maupuia	An individual	612
525	Vicki Champion	Newtown	An individual	613
526	Peter Haywood	Newtown	An individual	614
527	James	Wellington Central	An individual	615
528	Neil Dixon	Hataitai	An individual	616
529	Scott	Wilton	An individual	617
530	James Bush	Newtown	An individual	618
531	Priscilla Broley	Mount Cook	An individual	620
532	Patrick	Other	An individual	621
533	Lisa terreni		An individual	622
534	Judith McCallum	Mount Victoria	An individual	623
535	Sonya	Brooklyn	An individual	624
536	Helen Copsey	Breaker Bay	An individual	625
537	Ben Sutherland	Newtown	An individual	626
538	Callum	Mount Cook	An individual	627

539	Sam Buys	Miramar	An individual	628
540	Maddie Christie	Newlands	An individual	629
541	Hugo	Berhampore	An individual	630
542	Jessie Bray Sharpin	Miramar	An individual	631
543	Celia	Brooklyn	An individual	632
544	Andrew Smith	Strathmore Park	An individual	633
545	Julia Pearce	Newtown	An individual	634
546	James Douglas	Newtown	An individual	635
547	john bristed	Mount Victoria	An individual	636
548	Ainsley Renouf	Northland	An individual	637
549	Alexander Garside	Miramar	An individual	638
550	Snowy	Karaka Bays	An individual	639
551	Dave S	Khandallah	An individual	640
552	Simon Vita	Berhampore	An individual	641
553	Russell Tregonning		An individual	642
554	Flavia Machado	Island Bay	An individual	644
555	Ashleigh	Mount Victoria	An individual	646
556	Ruth Lambeth	Melrose	An individual	647
557	Matthew Spencer-phillips	Melrose	An individual	648
558	Mathew Hartley	Crofton Downs	An individual	649
559	Craig Spanhake	Lyll Bay	An individual	650
560	Jimi	Brooklyn	An individual	651
561	Niall Convery	Newtown	An individual	652
562	sandra	Island Bay	An individual	653
563	Olly Aughton	Island Bay	An individual	654
564	William du Toit	Mount Victoria	An individual	655
565	S	Southgate	An individual	656
566	Matthew Molloy	Khandallah	An individual	658
567	Beth Walker	Island Bay	An individual	659
568	Jonathan Coppard	Mount Victoria	An individual	660
569	Richard	Crofton Downs	An individual	661
570	Dean	Newtown	An individual	662
571	Jessica	Ngaio	An individual	663
572	Anand	Johnsonville	An individual	664
573	John Redgrave	Northland	An individual	665
574	Faith Courtney	Newtown	An individual	666

575	Atom	Newtown	An individual	667
576	Wanchen	Newtown	An individual	669
577	Keith	Newtown	An individual	670
578	Darian Christie	Highbury	An individual	671
579	Jamie Hoare	Newtown	An individual	672
580	Leo Pritt	Kelburn	An individual	674
581	Harry	Island Bay	An individual	675
582	Lachlan Patterson	Karori	An individual	676
583	Frances Osborne	Mount Cook	An individual	677
584	Denise Cadigan	Hataitai	An individual	679
585	Romain	Houghton Bay	An individual	680
586	Eric	Te Aro	An individual	681
587	Jodie	Brooklyn	An individual	682
588	Stan	Mount Victoria	An individual	683
589	Peter Nunns	Berhampore	An individual	684
590	Declan	Vogeltown	An individual	685
591	Matthew Woodbury	Oriental Bay	An individual	686
592	Nick Rinehart	Oriental Bay	An individual	687
593	Charlotte	Mount Victoria	An individual	688
594	Genevieve Coffey	Mount Victoria	An individual	689
595	James Evans	Te Aro	An individual	690
596	Karin	Other	An individual	691
597	Ruth Anthony	Berhampore	An individual	692
598	Jennie Marjoribanks	Mount Victoria	An individual	693
599	Bianca	Island Bay	An individual	694
600	Anna Thompson	Newtown	An individual	695
601	Ella Borrie	Newtown	An individual	696
602	Darren Mason	Mount Victoria	An individual	697
603	Margaret fraser	Kelburn	An individual	698
604	Harry	Newtown	An individual	699
605	Luke	Mount Victoria	An individual	700
606	Oliver	Kingston	An individual	701
607	Cassandra	Aro Valley	An individual	702
608	Stevie	Newtown	An individual	703
609	Mackenzie Robb	Melrose	An individual	704
610	Matthew	Johnsonville	An individual	705

611	Andrew Kennedy-Smith	Hataitai	An individual	706
612	Garesh Sukha	Newtown	An individual	707
613	Ingo Schommer	Kingston	An individual	708
614	Verity Schommer	Kingston	An individual	709
615	John		An individual	710
616	Brett	Berhampore	An individual	711
617	Hayden	Lyll Bay	An individual	712
618	Matthew Whiting	Brooklyn	An individual	713
619	Elyse Chevis	Khandallah	An individual	714
620	Hector McLachlan	Mount Victoria	An individual	715
621	Hayden Rogers	Karori	An individual	716
622	Amy	Berhampore	An individual	717
623	Wayne Lutton	Island Bay	An individual	718
624	Will C	Thorndon	An individual	719
625	Erin	Mount Cook	An individual	720
626	Crystal Easton	Other	An individual	721
627	Maria	Aro Valley	An individual	722
628	Alister Stubbe	Khandallah	An individual	723
629	Stephanie Cairns	Rongotai	An individual	724
630	Maurice	Newtown	An individual	725
631	Claire	Berhampore	An individual	727
632	Hamish anderson	Island Bay	An individual	728
633	Nadine	Aro Valley	An individual	729
634	KM	Island Bay	An individual	730
635	Bob	Khandallah	An individual	731
636	Hilary	Brooklyn	An individual	732
637	A		An individual	733
638	Olivia Faulkner	Newtown	An individual	734
639	Emily	Berhampore	An individual	735
640	Gerald	Northland	An individual	736
641	Nick Botica	Other	An individual	737
642	Rory	Te Aro	An individual	738
643	Bert	Newtown	An individual	740
644	Andy Nicholls	Mount Victoria	An individual	741
645	Joseph Lane	Kelburn	An individual	742
646	Rebekah Gerry	Kelburn	An individual	743

647	Tamsyn	Other	An individual	744
648	Christian Hipp	Island Bay	An individual	745
649	Andrew	Brooklyn	An individual	746
650	Helen Bones	Newtown	An individual	747
651	Brad Cooper	Crofton Downs	An individual	748
652	Frieda Stewart	Karori	An individual	749
653	Jack Tallott	Kilbirnie	An individual	750
654	Dylan Packman	Brooklyn	An individual	751
655	Tory Whanau	Mount Victoria	An individual	753
656	Elizabeth	Newtown	An individual	754
657	Esther Munro	Berhampore	An individual	755
658	Darcy Snell	Hataitai	An individual	756
659	Lauren Bell	Island Bay	An individual	758
660	Nicola Marshall	Johnsonville	An individual	759
661	Rewa Walker	Kelburn	An individual	760
662	Terry	Berhampore	An individual	761
663	Duane	Newtown	An individual	762
664	Caglan Bagci	Hataitai	An individual	763
665	B Andrew	Berhampore	An individual	764
666	Rob Morton	Berhampore	An individual	766
667	Jeff Jacobs	Miramar	An individual	767
668	Lance Lones	Miramar	An individual	768
669	M	Wadestown	An individual	769
670	Lesley	Brooklyn	An individual	770
671	Alice McCubbin-Howell	Karori	An individual	771
672	Tim Harford	Brooklyn	An individual	772
673	Daniel Harborne	Other	An individual	773
674	Sam Shepherd	Brooklyn	An individual	774
675	Sam	Mount Victoria	An individual	775
676	Andre	Newtown	An individual	777
677	eleanor meechem	Berhampore	An individual	778
678	Christina Baldarelli	Other	An individual	779
679	Sarah Burgess	Newtown	An individual	781
680	James	Newtown	An individual	782
681	Toby	Broadmeadows	An individual	783
682	Isabella Barbalich	Crofton Downs	An individual	784

683	Joy Baker	Island Bay	An individual	785
684	Neil Mudge	Island Bay	An individual	786
685	Julie Mudge	Island Bay	An individual	787
686	Daniel Elliott Jones	Berhampore	An individual	788
687	Katie Shelton	Mornington	An individual	789
688	andy	Mount Victoria	An individual	790
689	Justin N	Wellington Central	An individual	791
690	Andrew Starkey	Newtown	An individual	792
691	Shani	Lyall Bay	An individual	793
692	Neil Kennedy	Houghton Bay	An individual	794
693	Judy Kirby	Johnsonville	An individual	795
694	Luke Tracey	Other	An individual	796
695	Simon	Melrose	An individual	797
696	Shahne	Other	An individual	798
697	Matthew Baird	Other	An individual	799
698	Alan Marshall	Other	PCB NZ Ltd	800
699	Zane		An individual	801
700	Koen Greven	Island Bay	Get Lost Cycling	802
701	Esther Crookbain	Island Bay	An individual	803
702	Julia	Wilton	An individual	804
703	Jesse Drabble	Karori	An individual	805
704	Jasmine Smith	Other	An individual	806
705	Nicholas Lane	Newtown	An individual	807
706	Sophie Jacques	Berhampore	An individual	808
707	Josh	Newtown	An individual	809
708	Aaron	Mount Victoria	An individual	810
709	Sue Slater	Miramar	An individual	811
710	Chris	Te Aro	An individual	812
711	Kayla	Te Aro	An individual	813
712	Peter Bellam	Wellington Central	An individual	814
713	Iain McGlinchy	Newtown	An individual	815
714	Ben O'Brien	Hataitai	An individual	816
715	Angus Lindsay	Te Aro	An individual	817
716	Judith Carnaby	Kilbirnie	An individual	818
717	Sam Muirhead	Kilbirnie	An individual	819
718	Anna Ward	Newtown	An individual	820

719	Manu Ward	Newtown	An individual	822
720	Woody	Berhampore	An individual	824
721	Stella	Johnsonville	An individual	825
722	Ben Sandle	Wadestown	An individual	826
723	Fern	Newtown	An individual	827
724	Alice	Newtown	An individual	828
725	Jayron	Other	An individual	829
726	Raquel	Brooklyn	An individual	830
727	Nigel sirisomphone	Brooklyn	An individual	831
728	Cameron Dykstra	Mount Victoria	An individual	832
729	Andrew	Miramar	An individual	833
730	Mike Cui	Mount Victoria	An individual	834
731	Alex Bush	Te Aro	An individual	835
732	Angus Woodhams	Newtown	An individual	836
733	Sarah Moodie	Brooklyn	An individual	837
734	Jacob Molyneux	Mount Victoria	An individual	838
735	Jaimee	Kilbirnie	An individual	839
736	Iga nowak	Berhampore	An individual	840
737	Penny Farthing	Newtown	An individual	841
738	Angela Houston	Ngaio	An individual	842
739	Rueben	Strathmore Park	An individual	843
740	Tim		wellington college enviro club	844
741	Grant Clarke	Mount Cook	An individual	845
742	Kate Clarke	Mount Cook	An individual	846
743	Richard Clemo	Island Bay	An individual	847
744	Annoyed	Karori	An individual	849
745	Kahu Filipino	Newtown	An individual	850
746	Niki	Mount Victoria	An individual	851
747	Laura Nixon	Tawa	An individual	852
748	Richie Russell	Other	An individual	853
749	Erica Mangin	Berhampore	An individual	854
750	Holly	Melrose	An individual	855
751	Gary McAlpine	Berhampore	An individual	856
752	Cade	Kilbirnie	Outdoorsmen	857
753	Elvira	Mount Victoria	An individual	858
754	Catriona McBean		dsport	859

755	Angus Dunn	Oriental Bay	An individual	861
756	KG	Johnsonville	An individual	862
757	Hone	Brooklyn	An individual	863
758	Bill		An individual	864
759	Folkers	Northland	An individual	865
760	Igor Albornett	Karori	An individual	866
761	Morag McDonald	Newtown	An individual	867
762	Joe	Kelburn	An individual	868
763	Nathan Cook	Johnsonville	An individual	869
764	Anna Farrow	Aro Valley	An individual	870
765	Bella	Berhampore	An individual	871
766	Tegan	Mount Victoria	An individual	872
767	Maria cross	Berhampore	An individual	873
768	Kevin	Kelburn	An individual	874
769	Romilla Carlson	Island Bay	An individual	875
770	Darran Austin	Other	An individual	876
771	Maya Yash	Wellington Central	An individual	877
772	Ray	Crofton Downs	An individual	878
773	Jill Ford		An individual	879
774	Caitlin O'Donnell	Hataitai	An individual	881
775	Wendy Aldred	Berhampore	An individual	882
776	katrina tamaira	Newtown	An individual	883
777	Darryn	Newtown	An individual	884
778	Community Corrections		Community Corrections	886
779	Colin Gerrard	Island Bay	An individual	887
780	Kirsty	Island Bay	An individual	889
781	Philippa Nelson	Khandallah	An individual	890
782	Millie Ferrick	Miramar	An individual	891
783	Dolores Hoy	Newtown	An individual	892
784	David Adams	Khandallah	An individual	893
785	Paul Diamond	Mount Victoria	An individual	894
786	Kim Young	Newtown	An individual	895
787	Joel Miller	Other	An individual	897
788	Andy Bartle	Newtown	An individual	898
789	Robert	Newlands	An individual	899
790	ray	Miramar	An individual	900

791	Elliot Y.		An individual	901
792	Nina	Newtown	An individual	902
793	Anna	Island Bay	An individual	903
794	Anna	Brooklyn	An individual	904
795	Sam Snowden	Kelburn	An individual	905
796	Sofia	Melrose	An individual	906
797	Steve Mackle	Wadestown	An individual	907
798	Diane Mackle	Wadestown	An individual	908
799	Frances Redpath	Lyall Bay	An individual	909
800	Sheila Hart	Southgate	An individual	910
801	Joe Stephens	Newlands	An individual	912
802	Antony W	Brooklyn	An individual	913
803	Ryan Chard	Other	An individual	914
804	Matthew Reid	Newtown	An individual	915
805	Mel	Houghton Bay	An individual	916
806	Ryan O'Connell	Other	Switched on Bikes	917
807	Marcus Richardson	Te Aro	An individual	918
808	Beau	Other	An individual	919
809	Jean	Brooklyn	An individual	920
810	Dan Racle	Hataitai	An individual	921
811	Anya Kemp	Kelburn	An individual	922
812	Lauren	Johnsonville	An individual	923
813	Jess kelly	Johnsonville	An individual	924
814	Lucy	Mount Cook	An individual	925
815	Zoe Glentworth	Aro Valley	An individual	926
816	emogene bird	Aro Valley	An individual	927
817	Rayne	Kelburn	An individual	928
818	Vivien	Mount Victoria	An individual	929
819	MIA	Te Aro	An individual	930
820	No bro		on behalf of a primary or secondary school	931
821	Ami	Newtown	An individual	932
822	Chris foster	Te Aro	An individual	933
823	Sam	Kelburn	An individual	934
824	Matt	Karori	An individual	935
825	Paige	Te Aro	An individual	936
826	Sofia gallagher	Island Bay	An individual	937

827	Robbie crawford	Te Aro	An individual	938
828	Fiona	Kelburn	An individual	939
829	Liza	Te Aro	An individual	940
830	E	Aro Valley	An individual	941
831	Eloise	Aro Valley	An individual	942
832	Lucy	Aro Valley	An individual	943
833	Thomas	Island Bay	An individual	944
834	Cameron	Wellington Central	An individual	945
835	Nikita	Mount Cook	An individual	946
836	Marco	Mount Victoria	An individual	947
837	Callum	Miramar	An individual	948
838	Monty	Newtown	An individual	949
839	scarlett hong	Te Aro	An individual	950
840	Abi	Te Aro	An individual	951
841	Lucia		An individual	952
842	Scott Alexander	Wellington Central	An individual	953
843	Pat	Mount Cook	An individual	954
844	Charlotte cross	Te Aro	An individual	955
845	Lachlan Moles	Aro Valley	An individual	956
846	Rachael Crichton	Khandallah	An individual	957
847	Milla batten	Mount Cook	An individual	958
848	Eva albiston	Brooklyn	An individual	959
849	gill	Brooklyn	An individual	960
850	Rana			961
851	Gisela Broom	Wilton	An individual	962
852	ella		An individual	963
853	Maddie zwart	Newtown	An individual	964
854	Tim Bilbrough	Pipitea	An individual	965
855	Phoebe ONeill	Newtown	An individual	966
856	Dan Archer	Ngaio	An individual	967
857	Miro Karlovsky	Thorndon	An individual	968
858	Sarah		An individual	969
859	Laura Clayton	Mount Victoria	An individual	970
860	Colin Smithies	Karori	An individual	971
861	Dion thomas	Brooklyn	An individual	972
862	Tarnjeet	Aro Valley	An individual	973

863	Daniel	Hataitai	An individual	974
864	Stephen Maslin	Newtown	An individual	975
865	guy van der wilt	Hataitai	An individual	976
866	Juliet	Khandallah	An individual	977
867	Lucy Pritchard	Te Aro	An individual	978
868	Lisa Reynolds	Berhampore	An individual	979
869	Kiely Campbell	Oriental Bay	An individual	980
870	Grace	Te Aro	An individual	981
871	Henry	Wellington Central	An individual	982
872	Gus	Mount Victoria	An individual	983
873	Oliver prisk	Newtown	An individual	984
874	Oscar Damerham	Mount Victoria	An individual	985
875	Nick Cooper	Strathmore Park	An individual	986
876	Simon Randall	Lyll Bay	An individual	987
877	James Tawhiri	Strathmore Park	An individual	989
878	Karah Sutton	Mount Victoria	An individual	990
879	Tanya Piejus	Island Bay	An individual	991
880	Marianne Rosalind Bevan	Newtown	An individual	992
881	John Gerritsen	Newtown	An individual	993
882	Bryan Crump	Highbury	An individual	994
883	Kirill	Churton Park	An individual	995
884	Elizabeth Hattaway	Mount Victoria	An individual	996
885	David Simpson	Newtown	An individual	997
886	Alexia	Ngaio	An individual	998
887	Emma Jackson	Southgate	An individual	999
888	Clare Moleta	Newtown	An individual	1000
889	Geraldo	Other	An individual	1001
890	Anna Win-Mason	Thorndon	An individual	1002
891	Janet Roddick	Island Bay	An individual	1003
892	Grace Medicott	Island Bay	An individual	1004
893	Lane McLeod	Mount Victoria	An individual	1005
894	Emma Osborne	Vogeltown	An individual	1006
895	Mike Houlihan	Other	An individual	1008
896	Matt	Newlands	An individual	1009
897	Denyse	Brooklyn	An individual	1010
898	Dale	Aro Valley	An individual	1011

899	Tony Black	Melrose	An individual	1012
900	Geoffrey A,	Khandallah	The Khandallah Company Ltd	1014
901	Tyron Smith		An individual	1015
902	Mark Andrews	Newtown	An individual	1016
903	Nathan Stacey	Churton Park	An individual	1017
904	Jan Asmuth	Melrose	An individual	1018
905	Jonathan O'Dowd	Brooklyn	An individual	1019
906	Andrew	Island Bay	An individual	1020
907	Karl	Southgate		1021
908	Pete Gent	Mount Victoria	An individual	1023
909	Leah Murphy	Island Bay	An individual	1024
910	Virginia	Island Bay	An individual	1026
911	Emily	Te Aro	An individual	1027
912	Nathan	Miramar	An individual	1028
913	Ian Rosemergy	Hataitai	An individual	1029
914	Shona Maslin	Karori	An individual	1030
915	Kate	Karori	An individual	1031
916	Niam	Other	An individual	1032
917	Greg Bond	Crofton Downs	An individual	1033
918	Lucy Fauth	Island Bay	An individual	1035
919	Ben	Newlands	An individual	1036
920	Borit	Johnsonville	An individual	1037
921	Tana	Island Bay	An individual	1038
922	Andrew G	Highbury	An individual	1039
923	Corrin	Island Bay	An individual	1040
924	Rowan Selwood-Eyles	Island Bay	An individual	1041
925	Connor	Kelburn	An individual	1042
926	Barry Chisholm	Mount Victoria	An individual	1043
927	Elizabeth Chisholm	Mount Victoria	An individual	1044
928	George Davies	Newtown	An individual	1045
929	Fernah	Roseneath	An individual	1046
930	Craig Atkins	Berhampore	An individual	1047
931	Andrew Robertson	Berhampore	An individual	1048
932	Scarlett	Newtown	on behalf of an organisation	1049
933	Andrew Monastra	Karori	An individual	1050
934	Luisa Kliman	Houghton Bay	An individual	1051

935	Jonathan Markwick	Mount Cook	An individual	1052
936	Henry Peach	Mornington	An individual	1053
937	Robert le petit		An individual	1054
938	Helena	Berhampore	An individual	1055
939	Ralph Mayman	Other	An individual	1056
940	Beki	Island Bay	An individual	1057
941	Jacqui Pfahlert	Kelburn	An individual	1058
942	Hilary	Karori	An individual	1059
943	Edmund Capie	Kelburn	An individual	1060
944	Ellen	Wellington Central	An individual	1061
945	Leigh Bardsley	Khandallah	An individual	1062
946	Andre van den Assum	Mount Victoria	An individual	1063
947	Aaron Graham	Johnsonville	An individual	1064
948	Darcy	Maupuia	MTI Wellington	1065
949	Leda	Newtown	An individual	1067
950	Kath		An individual	1068
951	Mike O'Sullivan	Newtown	An individual	1069
952	Debbie Bell	Newlands	An individual	1070
953	Chris	Newlands	An individual	1071
954	MM	Mornington	An individual	1072
955	Peter Ramage	Other	An individual	1075
956	Jonty Joseph	Newlands	An individual	1076
957	Pene	Island Bay	An individual	1077
958	Brian Andersen	Melrose	An individual	1078
959	Lauren	Island Bay	An individual	1079
960	Kendell	Mount Cook	An individual	1080
961	Dave K	Island Bay	An individual	1082
962	Penny	Khandallah	An individual	1084
963	Chris R	Karori	An individual	1086
964	Jill Kelly	Newtown	An individual	1087
965	Rebecca		An individual	1088
966	Nick Eastwood	Johnsonville	An individual	1089
967	H	Thorndon	An individual	1090
968	Khoi	Mount Cook	An individual	1091
969	Mark Clapham	Island Bay	An individual	1092
970	Jennifer	Mount Victoria	An individual	1093

971	Richard Murcott		An individual	1094
972	Michaela	Newtown	An individual	1096
973	Rebekah Bakker	Strathmore Park	An individual	1097
974	Ian Lancaster	Miramar	An individual	1098
975	Lucy	Island Bay	An individual	1099
976	Rebecca	Wilton	An individual	1100
977	Ian Paterson	Brooklyn	An individual	1101
978	Bruno		An individual	1103
979	Jo Mason	Newtown	An individual	1104
980	Lsb	Kelburn	An individual	1105
981	Matt Davies	Ngaio	An individual	1106
982	Asher Emanuel	Mount Victoria	An individual	1108
983	Linda	Lyll Bay	An individual	1109
984	Wendy Proffitt	Newtown	An individual	1110
985	Phil Clayton	Island Bay	An individual	1111
986	Sophie Rattanong		An individual	1113
987	Sally Ogle	Island Bay	An individual	1114
988	Ruth Korver	Other	An individual	1115
989	Thomas Reilly	Khandallah	An individual	1116
990	Charlotte	Johnsonville	An individual	1117
991	Michael Burgess	Newtown	An individual	1118
992	Rosemary Rowe	Newtown	An individual	1119
993	Hannah Clarke	Berhampore	An individual	1120
994	Justin Lane	Island Bay	An individual	1122
995	Pierre	Te Aro	An individual	1123
996	Vanessa Rushton	Newtown	An individual	1124
997	Jolyon Swinburn	Newtown	An individual	1125
998	Ella Knox	Te Aro	An individual	1126

999	Chris	Karori	An individual	1127
1000	Alistair Brown	Mount Victoria	An individual	1128
1001	Brenden Crocker	Southgate	An individual	1129
1002	John	Newtown	An individual	1130
1003	Zoe Ogilvie-Burns	Karori	An individual	1132
1004	Ben Everist	Island Bay	An individual	1133
1005	Aemilia	Newtown	An individual	1134
1006	William	Island Bay	An individual	1135
1007	Jeff Soukotta	Other	An individual	1137
1008	Iain		An individual	1138
1009	Reece Pomeroy	Newtown	An individual	1139
1010	Alex Auty	Mount Cook	An individual	1140
1011	Rachael	Wadestown	An individual	1141
1012	Aidan	Tawa	An individual	1142
1013	Cait	Wadestown	An individual	1143
1014	Garth Bates	Aro Valley	An individual	1144
1015	Anna Jackson	Island Bay	An individual	1145
1016	Ben	Mount Cook	An individual	1146
1017	James Hilson	Newtown	An individual	1147
1018	Kate Stone	Newtown	An individual	1148
1019	David	Newtown	An individual	1149
1020	Hannah	Newtown	An individual	1150
1021	Gary Wynn	Island Bay	An individual	1152
1022	Antony Foster	Southgate	An individual	1153
1023	Caitlin		An individual	1154
1024	Vita Molyneux	Hataitai	An individual	1155
1025	Kain Glensor	Mount Cook	An individual	1156
1026	Jessica	Mount Cook	An individual	1157
1027	Kate Uhe	Newtown	An individual	1158
1028	Melissa Harward	Berhampore	An individual	1159
1029	Thomas	Paparangi	An individual	1160
1030	Liz	Other	An individual	1161
1031	Hannah	Berhampore	An individual	1162
1032	Brett Dunkerley	Newtown	An individual	1163
1033	Ingrid Downey	Aro Valley	An individual	1164
1034	Richard Busby	Northland	An individual	1165

1035	Daniel Wiskar	Kingston	An individual	1166
1036	Jane Dawson	Newtown	An individual	1167
1037	Joseph Greenslade	Te Aro	An individual	1168
1038	Christopher Lorier	Mount Victoria	An individual	1169
1039	Gareth	Karori	An individual	1170
1040	Warwick	Other	An individual	1171
1041	Sherilee Kahui	Island Bay	An individual	1172
1042	Amanda Thomas	Strathmore Park	An individual	1173
1043	Rinor	Makara	An individual	1174
1044	Julie	Island Bay	An individual	1175
1045	Brock	Island Bay	An individual	1177
1046	Anshul Kaushal	Tawa	An individual	1179
1047	Yvonne Booyesen	Oriental Bay	An individual	1180
1048	Kahlivia	Brooklyn	An individual	1181
1049	Adrien	Aro Valley	An individual	1182
1050	Paul SCHRADER	Vogeltown	An individual	1183
1051	Blair	Oriental Bay	An individual	1184
1052	Anna Ferguson	Oriental Bay	An individual	1185
1053	Josh Hanley	Kilbirnie	An individual	1186
1054	Zoe Heine	Mount Victoria	An individual	1187
1055	Olivia Gallagher	Brooklyn	An individual	1188
1056	Maira	Te Aro	An individual	1189
1057	Rory	Ngaio	An individual	1190
1058	Bill Dieckermann	Newtown	An individual	1191
1059	James Jones	Karori	An individual	1192
1060	Josh	Newtown	An individual	1193
1061	Sam Goddard	Island Bay	An individual	1194
1062	Nathalie Leamy	Newlands	An individual	1195
1063	Debra	Strathmore Park	An individual	1196
1064	p	Newtown	An individual	1197
1065	Ray Deacon	Miramar	An individual	1198
1066	Danielle Chin	Hataitai	An individual	1199
1067	Heidi	Newtown	An individual	1200
1068	Ian McKinnon	Other	An individual	1202
1069	Kathrin Strati	Mount Victoria	An individual	1203
1070	Michelle Maynard	Newtown	An individual	1205

1071	Urs Stafford	Newtown	An individual	1206
1072	Adam	Berhampore	An individual	1207
1073	Jed Davies	Wellington Central	An individual	1208
1074	Stop	Brooklyn	An individual	1209
1075	Stephen Bannister	Lyll Bay	An individual	1210
1076	Tania Sawicki Mead	Southgate	An individual	1211
1077	Johnny Haylock	Karori	An individual	1212
1078	Thomas	Newtown	An individual	1213
1079	Matt Greene	Mount Victoria	An individual	1215
1080	Sam Segal	Mount Victoria	An individual	1216
1081	Matthew Bingham	Newtown	Kennards Hire New Zealand Limited	1217
1082	Geoff Simmons	Mount Cook	An individual	1218
1083	Claire	Miramar	An individual	1219
1084	Luca	Other	An individual	1220
1085	Catherine Whitehead	Island Bay	An individual	1221
1086	Maggie	Island Bay	An individual	1222
1087	Ben McKay	Island Bay	An individual	1223
1088	Harvey Livschitz	Aro Valley	An individual	1224
1089	Callum Fraser	Mount Cook	An individual	1225
1090	Nick	Northland	An individual	1226
1091	Raja Dahya	Miramar	An individual	1227
1092	Guy Shaw	Newtown	Energy Architecture NZ Ltd	1228
1093	Karl van Dijk	Northland	An individual	1229
1094	Kieran	Newtown	An individual	1230
1095	Steve Dunn	Newtown	An individual	1231
1096	Laura Goulter	Brooklyn	An individual	1233
1097	Christopher Baker	Brooklyn	An individual	1234
1098	Peter	Karori	An individual	1235
1099	Katie Strohmayer		An individual	1236
1100	Cameron Birse	Houghton Bay	An individual	1237
1101	A Hanning	Seatoun	An individual	1238
1102	Cameron Thiele	Mount Cook	An individual	1239
1103	James	Aro Valley	An individual	1240
1104	Anthony McBride	Wellington Central	An individual	1241
1105	James Hare	Seatoun	An individual	1242

1106	Ryan	Newtown	An individual	1243
1107	Megan Cucerzan	Mount Victoria	An individual	1244
1108	Emily	Ngaio	An individual	1245
1109	Helen		An individual	1246
1110	Cade	Newtown	An individual	1247
1111	J	Aro Valley	An individual	1248
1112	Scott Cowan	Strathmore Park	An individual	1249
1113	David Binstead	Aro Valley	An individual	1250
1114	Richard Tait	Berhampore	An individual	1251
1115	Martijn van der Tol	Island Bay	An individual	1252
1116	Tom Thursby	Wadestown	An individual	1254
1117	Frederik Leonhardt	Ngaio	An individual	1255
1118	Rachel	Brooklyn	An individual	1256
1119	Sharon Scott-williams	Johnsonville	An individual	1257
1120	James	Crofton Downs	An individual	1258
1121	Lizzie		An individual	1259
1122	Callum	Other	An individual	1260
1123	Matt evans	Newtown	An individual	1261
1124	Sukie Wong	Brooklyn	An individual	1262
1125	Jonty	Karori	An individual	1263
1126	Paula Muollo	Te Aro	An individual	1264
1127	Maggie	Broadmeadows	An individual	1265
1128	Verity Taylor	Houghton Bay	An individual	1266
1129	Adriana Garcia	Newtown	An individual	1267
1130	Ben Gaukrodger	Berhampore	An individual	1268
1131	Laura Somerset	Berhampore	An individual	1269
1132	AJ	Island Bay	An individual	1270
1133	Erica	Other	An individual	1271
1134	Yvette Taylor	Other	An individual	1272
1135	Mel	Other	An individual	1273
1136	Inez	Other	An individual	1274
1137	Alex Wynne	Island Bay	An individual	1275
1138	John Mathews	Karaka Bays	An individual	1276
1139	Mark Hussey	Khandallah	An individual	1277
1140	Elli	Wellington Central	An individual	1278
1141	Matthew Ordish	Berhampore	An individual	1279

1142	Gawen Carr	Aro Valley	An individual	1280
1143	Sarah Barton	Melrose	An individual	1281
1144	Tina	Island Bay	An individual	1282
1145	Max	Aro Valley	An individual	1283
1146	Shivani	Wilton	An individual	1284
1147	Kate	Newtown	An individual	1285
1148	Jee	Karori	An individual	1286
1149	M Dickinson	Newtown	An individual	1287
1150	Tom Smith	Te Aro	An individual	1288
1151	Matthew Reweti	Johnsonville	An individual	1289
1152	Devin Prouty	Oriental Bay	An individual	1290
1153	George Sederis	Hataitai		1291
1154	Martin P	Newtown	An individual	1292
1155	Christy Lion-Cachet		An individual	1293
1156	Merinda Robert	Other	An individual	1294
1157	Vivian Stephens	Aro Valley	An individual	1295
1158	P G	Roseneath	An individual	1296
1159	Girish	Island Bay	An individual	1297
1160	Connor		An individual	1298
1161	Ralph Upton	Mount Victoria	An individual	1299
1162	Matthijs	Karori	An individual	1300
1163	Rosie Naylor	Island Bay	An individual	1301
1164	Greg Day	Seatoun	An individual	1302
1165	francesca benocci	Other	An individual	1303
1166	Barbara	Melrose	An individual	1304
1167	Shanan		An individual	1305
1168	edern	Mount Victoria	An individual	1306
1169	Anita Miller	Kilbirnie	An individual	1307
1170	Maddy	Mount Victoria	An individual	1309
1171	James Dunne	Karori	An individual	1311
1172	Eleonora	Newtown	An individual	1312
1173	Shelley Tyson	Newtown	An individual	1313
1174	Georgie Guscott	Mount Victoria	An individual	1315
1175	Maddy	Mount Victoria	An individual	1316
1176	Hugh Chesterman	Berhampore	An individual	1317
1177	Carl Howarth	Newtown	An individual	1318

1178	Patrick Kavanagh	Lyall Bay	An individual	1319
1179	David Tripp	Other	Doctors for Safe Active Transport	1320
1180	Louis Stanley	Wadestown	An individual	1321
1181	Laura	Newtown	An individual	1322
1182	Amy Johnstone	Newtown	An individual	1323
1183	Raewyn	Johnsonville	An individual	1325
1184	Taren McLeod	Mount Cook	An individual	1326
1185	Baubre Murray	Mount Victoria	An individual	1327
1186	Clare Bardsley	Roseneath	An individual	1328
1187	Lachie Philipson	Other	An individual	1329
1188	G Olsen	Newtown	An individual	1330
1189	Saurabh Doshi	Other	Sojourn Apartment Hotel	1331
1190	Sarah Lyford		An individual	1332
1191	Oliver	Other	An individual	1333
1192	Angela Rothwell	Mount Victoria	An individual	1334
1193	Linda Beatson	Te Aro	An individual	1335
1194	Paul Wilson	Mount Cook	An individual	1337
1195	Claire	Newtown	An individual	1338
1196	Alex	Island Bay	An individual	1339
1197	Gonzalo	Newtown	An individual	1340
1198	Jeroen Rooijmans	Newtown	An individual	1341
1199	Daisy	Te Aro	An individual	1342
1200	Neil Hutton	Island Bay	An individual	1343
1201	Sam Worthington	Newtown	An individual	1344
1202	Fearghal	Kelburn	An individual	1345
1203	Ilya Skaler	Te Aro	An individual	1346
1204	Tommy	Karori	An individual	1347
1205	Mathew	Other	An individual	1348
1206	Catherine Beard	Melrose	An individual	1349
1207	John	Island Bay	An individual	1350
1208	Tallulah Farrar	Mount Victoria	An individual	1351
1209	Sarah	Lyall Bay	An individual	1352
1210	Susie Robertson	Brooklyn	An individual	1353
1211	P Morgan	Newtown	An individual	1354
1212	Alan Platt	Wilton	An individual	1355

1213	Simon van der Zeyden	Mount Victoria	An individual	1356
1214	vishal	Lyall Bay	An individual	1357
1215	Phil Squire	Hataitai	An individual	1358
1216	Patrick Morgan	Newtown	Cycling Action Network	1359
1217	Kim Tabrum	Brooklyn	An individual	1361
1218	Morgan Hanks	Berhampore	An individual	1362
1219	S. Bates	Crofton Downs	An individual	1363
1220	Eve	Island Bay	An individual	1365
1221	Angela Finlayson		An individual	1366
1222	Kahu Himona	Berhampore	An individual	1367
1223	Tom	Newtown	An individual	1368
1224	Ronaia Fatafehi	Miramar	An individual	1369
1225	Max B	Brooklyn	An individual	1370
1226	Katjuschka Siegers	Aro Valley	An individual	1371
1227	Alexander Barratt-Boyes	Newtown	An individual	1372
1228	Emelye Rooney	Newtown	An individual	1373
1229	Dani Mitchell	Mount Cook	An individual	1374
1230	Jonathan Berkahn	Johnsonville	An individual	1375
1231	Phil Del Favero	Kingston	An individual	1376
1232	Mark Johnston	Berhampore	An individual	1377
1233	Ralph McCubbin Howell	Te Aro	An individual	1378
1234	Dan Perkins	Newtown	An individual	1380
1235	Hannah	Newtown	An individual	1381
1236	Paul Adams	Brooklyn	An individual	1382
1237	Hugo Black	Other	An individual	1383
1238	Chris Fox	Mount Victoria	An individual	1384
1239	Langi mitipelo	Newtown	An individual	1385
1240	Helen Moriarty	Newtown	An individual	1386
1241	Kellie Benner	Karori	An individual	1388
1242	Andrew R	Newtown	An individual	1389
1243	Penelope Wilson	Te Aro	An individual	1390
1244	Kayte Fairfax	Newtown	An individual	1391
1245	Megan Linwood	Berhampore	An individual	1393
1246	Enrique Pardo	Berhampore	An individual	1394
1247	Jonathan	Karori	An individual	1395

1248	Braydon White	Island Bay	An individual	1396
1249	Patrick Te Tau	Newtown	An individual	1397
1250	Lachlan Crowe`	Aro Valley	An individual	1398
1251	Paul McKenzie	Karori	An individual	1399
1252	Brendon	Hataitai	An individual	1400
1253	Kathryn Hutchinson	Melrose	An individual	1401
1254	Chris	Island Bay	An individual	1403
1255	anaru	Hataitai	An individual	1404
1256	Georgia	Newtown	An individual	1405
1257	Philip Cook	Newtown	An individual	1406
1258	Devon Diggle	Melrose	An individual	1407
1259	Paul Robinson	Ngaio	An individual	1408
1260	Thomas	Mount Cook	An individual	1409
1261	Matt Bolijn	Mount Cook	An individual	1410
1262	Marni Pou	Newtown	An individual	1411
1263	Kunal Bellare	Newtown	An individual	1412
1264	Benjamin Swale	Karori	An individual	1413
1265	Jaden	Miramar	An individual	1414
1266	Alice	Ngaio	An individual	1415
1267	Toby Walker	Khandallah	An individual	1416
1268	Noah	Hataitai	An individual	1417
1269	Ari	Hataitai	An individual	1418
1270	andre bishop	Vogeltown	An individual	1419
1271	Frankie Desmond	Other	An individual	1420
1272	Christine	Southgate	An individual	1421
1273	Ben	Te Aro	An individual	1422
1274	Maria	Newtown	An individual	1423
1275	William Williamson	Oriental Bay	An individual	1424
1276	Rachael stephenson	Tawa	An individual	1425
1277	Steve Dixon	Hataitai	An individual	1426
1278	Tom H	Newtown	An individual	1427
1279	Jay Harvie	Newtown	An individual	1429
1280	Shaakir	Other	An individual	1430
1281	Tim Blyth	Mount Victoria	An individual	1431
1282	Ben	Khandallah	An individual	1432
1283	Joel Cosgrove	Newtown	An individual	1433

1284	Sam Baker	Johnsonville		1434
1285	Rory Sedgley	Mount Victoria	An individual	1435
1286	Samuel Lafontaine-Tardif	Mount Cook	An individual	1436
1287	Joan	Newtown	An individual	1437
1288	Anne cunliffe	Mount Victoria	An individual	1438
1289	Brendon	Te Aro	An individual	1439
1290	Anne	Newtown	An individual	1440
1291	Cora Meredith	Karori	An individual	1441
1292	Mizzi Iris Aroha Lamarr	Newtown	An individual	1442
1293	Hannah Mackintosh	Newtown	An individual	1443
1294	Murdoch Stephens	Kaiwharawhara	An individual	1445
1295	Cate	Thorndon	An individual	1446
1296	Glenn Wilson	Wellington Central	An individual	1447
1297	April leckie	Miramar	An individual	1448
1298	Alice Coppard		An individual	1449
1299	Ben Cunliffe	Berhampore	An individual	1451
1300	Freya	Mount Victoria	An individual	1452
1301	Vanessa	Mount Cook	An individual	1453
1302	Izaak		An individual	1454
1303	Michae Boullon	Karori	An individual	1455
1304	Akruti Tataria	Newlands	An individual	1456
1305	Nicky sherborne	Newtown	An individual	1457
1306	Niki Lomax	Mornington	An individual	1458
1307	Irina Freilekhman	Kingston	An individual	1459
1308	Michael Petta	Newtown		1460
1309	Alexander Saunders	Kelburn		1461
1310	Cherie	Newtown	An individual	1462
1311	Jess		An individual	1463
1312	blake johnston	Newtown	An individual	1464
1313	David Wood	Berhampore	An individual	1465
1314	Rhys	Mount Cook	An individual	1466
1315	Malikah	Newtown	An individual	1467
1316	James		An individual	1468
1317	Hannah	Newtown	An individual	1469
1318	Natalie McDonald	Wellington Central	An individual	1470

1319	Mark Herring	Island Bay	An individual	1471
1320	Adam Sutton	Newtown	An individual	1472
1321	Emily Daly	Churton Park	An individual	1473
1322	Angela Sutherland	Island Bay	An individual	1474
1323	Jordan Hallas	Mount Cook	An individual	1475
1324	Rachael Jagger	Brooklyn	An individual	1476
1325	Rhedyn Law	Newtown	An individual	1477
1326	callum allardice	Mount Cook	An individual	1478
1327	Franklin	Newtown	An individual	1479
1328	Jeremy Farnault	Other	An individual	1480
1329	Jason Megchelse	Te Aro	An individual	1481
1330	Grace Drysdale-Dunn	Newtown	An individual	1482
1331	Dan	Lyll Bay	An individual	1483
1332	spencer clubb	Te Aro	An individual	1484
1333	Thomas Woodhall	Aro Valley	An individual	1485
1334	Amanda Forsyth	Karori	An individual	1486
1335	Martin hefford	Mount Cook	An individual	1487
1336	Fiona		An individual	1488
1337	Sarah	Mount Cook	An individual	1489
1338	Judith Nitert	Ngaio	An individual	1490
1339	Dan Parker	Hataitai	An individual	1491
1340	John Parlane	Karori	An individual	1492
1341	Hamish Barnes	Hataitai	An individual	1493
1342	Flora	Hataitai	An individual	1494
1343	Ronstone Tee	Newlands	An individual	1495
1344	Kirsten Antao	Aro Valley	An individual	1496
1345	Matt Shipman	Te Aro	An individual	1497
1346	Bryar	Berhampore	An individual	1498
1347	Jithran Pohl	Tawa	An individual	1499
1348	Elsie Dunkley	Hataitai	An individual	1500
1349	Aaron Caulton	Mount Cook	An individual	1501
1350	Michael Freeman	Other	An individual	1502
1351	Isaac Gumbrell	Brooklyn	An individual	1503
1352	David Hamilton	Mount Cook	An individual	1504
1353	Luke		An individual	1505
1354	Paul	Island Bay	An individual	1506

1355	Billy Hendry	Te Aro	An individual	1507
1356	Pete van Schaardenburg	Newtown	An individual	1508
1357	Courtney	Newtown	An individual	1509
1358	Hollis Knight	Newtown	An individual	1510
1359	Avi Singh	Mount Victoria	An individual	1511
1360	Ariarne Davy	Newtown	An individual	1512
1361	Jake Pollock	Vogeltown	An individual	1513
1362	Sam Bridgman	Brooklyn	An individual	1514
1363	Rod Horrison	Newtown	An individual	1515
1364	Tristan Thomas	Karori	An individual	1516
1365	Brigid van der Tol	Island Bay	An individual	1517
1366	Avery Underwood	Mount Victoria	An individual	1518
1367	Byron Galbraith	Wadestown	Jaycar Electronics	1519
1368	Andy Mackay	Khandallah	An individual	1520
1369	Adrian Rogers	Melrose	An individual	1521
1370	Nikki	Tawa	An individual	1522
1371	Jar	Island Bay	An individual	1523
1372	Name Here	Tawa	An individual	1524
1373	Shane Sinclair	Wellington Central	An individual	1525
1374	Sam Thornton	Roseneath	An individual	1526
1375	Raksha Chouhan	Island Bay	An individual	1527
1376	Phoebe	Newtown	An individual	1528
1377	Emily	Newtown	An individual	1529
1378	Talei Aldiss	Other	An individual	1530
1379	Kim narsi	Newtown	An individual	1532
1380	Dean Michael Shirley	Island Bay	An individual	1533
1381	Sophia Honey	Brooklyn	VUWSA	1534
1382	G MacDonald	Seatoun	An individual	1535
1383	Achilleus Papadopoulos	Broadmeadows	An individual	1536
1384	Daryl Cockburn	Te Aro	Inter-Professional Trust	1538
1385	Jo Blick	Te Aro	An individual	1539
1386	Lewis	Berhampore	An individual	1540
1387	Chiara LaRotonda	Mount Victoria	An individual	1541
1388	Gareth	Mount Victoria	An individual	1542
1389	Caleb	Newlands	An individual	1543

1390	Hilary Phillips	Northland	An individual	1544
1391	Helena Li	Aro Valley	An individual	1546
1392	Mark Skinner	Newtown	An individual	1547
1393	Anna		An individual	1548
1394	Pat	Island Bay	An individual	1549
1395	Will	Brooklyn	An individual	1550
1396	River	Northland	An individual	1551
1397	Caroline Vincent	Brooklyn	An individual	1552
1398	Nick Lunn	Island Bay	on behalf of a primary or secondary school	1553
1399	Gemma	Miramar	An individual	1555
1400	Efrideet Zavala	Brooklyn	An individual	1556
1401	Elizabeth	Te Aro	An individual	1557
1402	Katrina	Mornington	An individual	1558
1403	Jessiva	Johnsonville	An individual	1559
1404	Hils	Strathmore Park	An individual	1560
1405	Alice	Te Aro	An individual	1561
1406	Angela	Brooklyn	An individual	1562
1407	Michael	Kingston	An individual	1563
1408	-	Newtown	An individual	1564
1409	Courtenay	Other	An individual	1565
1410	Jason	Other	An individual	1566
1411	Rob	Other	An individual	1567
1412	David	Berhampore	An individual	1568
1413	Jake Ninness	Strathmore Park	An individual	1569
1414	Ben	Karori	An individual	1570
1415	Nicholas Gunby	Karori	An individual	1571
1416	Karen	Island Bay	An individual	1572
1417	Michal	Karori	An individual	1573
1418	Tess	Newtown	An individual	1574
1419	James Shanly	Lyll Bay	An individual	1575
1420	Craig	Island Bay	An individual	1576
1421	Lynn Cadenhead		An individual	1577
1422	Christina Barr	Te Aro	An individual	1578
1423	Katrina	Miramar	An individual	1579
1424	Martin Robertson	Other	An individual	1580

1425	Briar	Brooklyn	An individual	1581
1426	Ellen	Newtown	An individual	1582
1427	Natty Raymond	Wellington Central	An individual	1583
1428	Scott	Miramar	An individual	1584
1429	Brie	Other	An individual	1585
1430	Bee	Wadestown	An individual	1586
1431	Blayne Chard	Te Aro	An individual	1587
1432	Val	Newtown	An individual	1588
1433	Libby Carson	Kaiwharawhara	Kaiwhara Community Group	1589
1434	Andrew Sussman	Hataitai	An individual	1590
1435	David Shoemack	Owhiro Bay	An individual	1591
1436	Jacob Wahry	Brooklyn	An individual	1592
1437	Aileen Campbell	Other	An individual	1593
1438	Lucy Ruck	Other	An individual	1594
1439	Tejas Patel	Churton Park	on behalf of an organisation	1595
1440	Sid	Maupuia	An individual	1596
1441	Mark Connor	Te Aro	An individual	1597
1442	Karen Young	Mount Victoria	An individual	1598
1443	Emma Jackson	Mount Cook	An individual	1599
1444	Ixca	Te Aro	An individual	1600
1445	Simon kinsey	Te Aro	An individual	1601
1446	John	Newtown	An individual	1602
1447	Fiona Hodge	Other	An individual	1603
1448	Kris Vaughan	Paparangi	An individual	1604
1449	Andrew McLean	Kilbirnie	An individual	1605
1450	Vernita	Newtown	An individual	1606
1451	Lou	Island Bay	An individual	1607
1452	Kirsten crawford	Southgate	An individual	1608
1453	Allan Marsh	Karori	An individual	1609
1454	Helen Curran	Houghton Bay	An individual	1610
1455	Josephine Muollo	Island Bay	An individual	1611
1456	Luca		An individual	1612
1457	Janine Gera	Newtown	An individual	1613
1458	Julie Barton	Johnsonville	An individual	1614
1459	John Faisandier	Mount Victoria	An individual	1615
1460	Judith Mason	Newtown	An individual	1617

1461	Pratik	Brooklyn	An individual	1618
1462	Alex Gibb	Newtown	An individual	1619
1463	Carolyn Adams	Te Aro	An individual	1620
1464	Emma	Grenada North	An individual	1621
1465	Steve	Mount Victoria	An individual	1622
1466	Stuart Watt	Mount Cook	An individual	1623
1467	Vivian	Other	An individual	1624
1468	Stephen Day	Island Bay	An individual	1626
1469	Andy Roberts	Brooklyn	An individual	1628
1470	Jason Sector	Te Aro	An individual	1629
1471	Rita	Hataitai	An individual	1630
1472	Mark Hampton	Oriental Bay	MTI Wellington	1631
1473	Robbie Webb	Other	An individual	1633
1474	Maxine Mallinson	Newtown	An individual	1635
1475	Digby Carter	Wadestown	An individual	1636
1476	Karen Gray	Mount Victoria	An individual	1637
1477	Steve Hamilton	Seatoun	An individual	1638
1478	Ginny Evans	Berhampore	An individual	1639
1479	Ella	Hataitai	An individual	1640
1480	Dean	Churton Park	An individual	1641
1481	Maralda	Miramar	An individual	1643
1482	Todd Kriebel	Northland	An individual	1644
1483	Megan White	Lyll Bay	Capital kids co operative childcare centre	1645
1484	Megan White	Lyll Bay	An individual	1646
1485	Ange	Wilton	An individual	1647
1486	Sophie	Karori	An individual	1648
1487	Megan	Other	An individual	1649
1488	Greg Bodnar	Newtown	An individual	1650
1489	Heather Bevan	Island Bay	An individual	1651
1490	Tania O'Connor	Brooklyn	An individual	1652
1491	Dan	Brooklyn	An individual	1653
1492	David	Brooklyn	An individual	1654
1493	Eleanor Harkness	Brooklyn	An individual	1656
1494	Neil Bromley	Mount Victoria	An individual	1657
1495	Pat		on behalf of an organisation	1658

1496	Madison Raiti-Young	Mount Cook	An individual	1659
1497	Chris	Mount Victoria	An individual	1660
1498	Lauren Kennedy	Other	An individual	1661
1499	JOHN MOORE	Thorndon	An individual	1662
1500	William Creighton	Hataitai	An individual	1663
1501	Jason	Island Bay	An individual	1664
1502	Sunshine Paul	Newtown	An individual	1665
1503	David Stevens	Khandallah	An individual	1666
1504	Very Concerned	Khandallah	An individual	1668
1505	Tim	Other	An individual	1669
1506	Phoebe Jordan	Khandallah	An individual	1671
1507	Izzy	Brooklyn	An individual	1672
1508	Jeff Flavell	Ngaio	An individual	1673
1509	Michelle Rush	Ngaio	An individual	1675
1510	Tony	Wadestown	An individual	1677
1511	Emily Ridgewood	Strathmore Park	An individual	1679
1512	Pat	Hataitai	An individual	1681
1513	Rich Leverington	Island Bay	An individual	1682
1514	matthew	Mount Cook	An individual	1683
1515	Eamonn Marra	Berhampore	An individual	1684
1516	Maurice Marquardt	Karori	An individual	1685
1517	William Thomson	Newtown	An individual	1686
1518	asher regan	Te Aro	An individual	1687
1519	EH		An individual	1688
1520	Wayne	Ngaio	An individual	1689
1521	Vicki Bealing	Island Bay	An individual	1690
1522	Chloe	Newtown	An individual	1691
1523	Jasper	Newtown	An individual	1692
1524	David Middleton, ONZM	Thorndon	An individual	1693
1525	John Clarkson	Newtown	An individual	1694
1526	Phillip Mclean	Strathmore Park	An individual	1695
1527	Yasmeena	Kelburn	An individual	1696
1528	Wade	Miramar	An individual	1697
1529	Tim Gordon		An individual	1698
1530	Stuart	Berhampore	An individual	1699
1531	Martha Trodahl	Wilton	An individual	1700

1532	Paul	Brooklyn	Property Paint Services	1701
1533	Anonymous	Newlands	An individual	1702
1534	Leoni Hawkins	Northland		1703
1535	Jarrod Crossland	Maupuia	An individual	1704
1536	Quentin Abraham	Newtown	An individual	1705
1537	Dr Marion Leighton	Newtown	An individual	1706
1538	M Sidaway	Lyll Bay	An individual	1708
1539	Wellington Bike Parking	Island Bay	An individual	1709
1540	Maria Cotter	Newtown	An individual	1710
1541	Jenny Robertson	Khandallah	An individual	1711
1542	David Munden	Newlands	An individual	1712
1543	Thomas Bryan	Lyll Bay	An individual	1713
1544	Michelle	Newtown	An individual	1714
1545	Bailey Kilgarriff	Island Bay	An individual	1715
1546	Cristine Werle		An individual	1716
1547	Matt	Northland	An individual	1717
1548	Emma	Kilbirnie	An individual	1718
1549	Joel Baxendale	Kilbirnie	An individual	1719
1550	greg	Island Bay	An individual	1720
1551	Rob McIlroy	Hataitai	An individual	1721
1552	Jacqueline	Island Bay	An individual	1722
1553	Bryony Oaks	Johnsonville	An individual	1723
1554	Harriet Margolis	Mount Victoria	An individual	1724
1555	Jack M	Newtown	An individual	1726
1556	M O'Rourke	Lyll Bay	An individual	1727
1557	Dorothy	Island Bay	An individual	1729
1558	Jane Patterson	Newtown	An individual	1730
1559	Neil Stewart	Kingston	An individual	1731
1560	Stephen Treacher	Brooklyn	An individual	1732
1561	Julie Middleton	Mount Victoria	An individual	1733
1562	Jochem Vink	Johnsonville	An individual	1735
1563	Nick	Ngaio	An individual	1736
1564	Josh van Bergen	Roseneath	An individual	1737
1565	Thierry	Newtown	Kefeai Alelo	1738
1566	Peter Rendall	Mount Cook	An individual	1739
1567	Carla Morris	Aro Valley	An individual	1740

1568	Rachel France	Melrose	An individual	1741
1569	Maria Ni Fhlatharta	Island Bay	An individual	1742
1570	Rich	Brooklyn	An individual	1743
1571	F Swarbrick	Southgate	An individual	1745
1572	Adam Hayman	Melrose	An individual	1746
1573	nick mouat	Brooklyn	An individual	1747
1574	Aneel		An individual	1748
1575	Graham Hall	Other	An individual	1749
1576	Honiana Love	Newtown	An individual	1750
1577	Emma Ward	Lyll Bay	An individual	1751
1578	Robert Cox	Hataitai	An individual	1752
1579	Joe Beaglehole	Berhampore	An individual	1753
1580	Sabrina van Saarloos	Melrose	An individual	1754
1581	Tim	Southgate	An individual	1755
1582	Emma Hayward	Other	An individual	1757
1583	Peregrin	Kelburn	An individual	1758
1584	Joe	Southgate	An individual	1759
1585	Nick Owen	Other	Willis Bond & Co.	1760
1586	Stuart Coats	Brooklyn	An individual	1761
1587	Jamie Eng	Newtown	An individual	1762
1588	Kylie Vanston	Other	An individual	1763
1589	Jason Samson	Brooklyn	An individual	1764
1590	Louise Lin	Thorndon	An individual	1765
1591	L Riley	Other	An individual	1766
1592	Vipix O	Mount Cook		1767
1593	Jennifer Bauer	Other	An individual	1768
1594	John Ong	Newtown	An individual	1769
1595	mary barr	Te Aro	An individual	1771
1596	Kristine	Lyll Bay	An individual	1772
1597	Kelda Hains	Brooklyn	An individual	1773
1598	Hai tran	Kelburn	An individual	1774
1599	Stuart knight	Tawa	An individual	1775
1600	Greta	Newtown	An individual	1776
1601	Arran	Berhampore	An individual	1777
1602	Uli	Miramar	An individual	1778
1603	Kate Hodgetts	Melrose	An individual	1779

1604	Rachel Laurenson	Island Bay	An individual	1780
1605	Rajinder	Karori	An individual	1781
1606	Sunny	Other	An individual	1782
1607	Tish	Highbury	An individual	1783
1608	Colin Wright	Churton Park	An individual	1784
1609	Kevin	Karori	An individual	1785
1610	Roslyn Hefford	Karori	An individual	1786
1611	Shelley	Tawa	An individual	1787
1612	Catherine	Thorndon	An individual	1788
1613	Christine Hyndman	Brooklyn	An individual	1789
1614	Kate	Island Bay	An individual	1790
1615	Peter Kokich	Mount Victoria	An individual	1791
1616	Jamie		An individual	1792
1617	Daniel millar	Newtown	An individual	1793
1618	Sonya	Newtown	An individual	1794
1619	Sophie	Brooklyn	An individual	1795
1620	Mixalis	Berhampore	An individual	1796
1621	Toetu	Berhampore	An individual	1797
1622	Joanne Craven	Kingston	An individual	1798
1623	Bas Paron	Newtown	An individual	1799
1624	Michael	Newtown	An individual	1800
1625	Jack	Hataitai	An individual	1801
1626	fin desmond	Island Bay	An individual	1802
1627	Blair walker	Miramar	An individual	1803
1628	Chris	Te Aro	An individual	1804
1629	James Koudounis	Kilbirnie	An individual	1805
1630	Simon Barron	Berhampore	An individual	1806
1631	Howard Storey	Brooklyn	An individual	1807
1632	Andrew ross	Newtown	An individual	1808
1633	Claire Benson	Vogeltown	An individual	1809
1634	Sarah	Newtown	An individual	1810
1635	Liz	Aro Valley	An individual	1811
1636	Chandni	Wellington Central	An individual	1812
1637	Janice	Island Bay	An individual	1813
1638	Tobias	Newtown	An individual	1814
1639	Lara	Aro Valley	An individual	1815

1640	Jess Shaw	Newtown	An individual	1816
1641	Nix McGhie	Miramar	An individual	1818
1642	Paul Jones	Mount Victoria	An individual	1819
1643	Jason Zhao	Karori	An individual	1820
1644	Peter Webb	Te Aro	An individual	1821
1645	Rob Holmes	Karori	An individual	1822
1646	Claire Nolan	Newtown	An individual	1823
1647	Ben	Island Bay	An individual	1825
1648	Jono Nott	Lyall Bay	An individual	1826
1649	Elaine	Rongotai	An individual	1827
1650	Morgan Harrison	Mount Cook	An individual	1828
1651	Stephen piper	Island Bay	An individual	1829
1652	Luci McDougall	Mount Cook	An individual	1830
1653	Angela Rothwell	Mount Victoria	Mt Victoria Residents Association	1831
1654	Max Bicknell	Newtown	An individual	1832
1655	Harry Basire	Northland	An individual	1833
1656	Gabriel Gati	Other	An individual	1834
1657	Shane Marshall		An individual	1835
1658	Spencer Cameron	Other	An individual	1836
1659	Anne Louise	Island Bay	An individual	1837
1660	John Williams	Thorndon	An individual	1838
1661	Lydia	Ngaio	An individual	1839
1662	Kura	Ngaio	An individual	1840
1663	Natalie Woodhall	Brooklyn	An individual	1842
1664	Arate Payer	Mount Victoria	An individual	1843
1665	Ricki W	Newtown	An individual	1844
1666	Keran Duley	Newtown	An individual	1845
1667	Mathea Roorda	Newtown	An individual	1846
1668	Jude Douglas	Newtown	An individual	1847
1669	Alex	Other	An individual	1848
1670	Geena	Miramar	An individual	1849
1671	Emily McGeorge	Ngaio	An individual	1850
1672	Emily Ashill	Aro Valley	An individual	1851
1673	Laurence Diack	Pipitea	An individual	1852
1674	Ben Zwartz	Vogeltown	An individual	1853

1675	Patrick Davies	Aro Valley	An individual	1855
1676	caleb	Wellington Central	An individual	1856
1677	Joel	Roseneath	An individual	1857
1678	Claire	Mount Cook	An individual	1858
1679	Paul Ellis		An individual	1859
1680	Philippa Yasbek	Mount Victoria	An individual	1860
1681	Keriann	Other	An individual	1861
1682	Marcus McShane		An individual	1862
1683	Katrina	Berhampore	An individual	1864
1684	Nick Dowse	Other	An individual	1865
1685	Bridget	Newtown	An individual	1866
1686	fraser	Wadestown	An individual	1867
1687	Keith Robertson	Khandallah	An individual	1868
1688	Cassandra Bahr	Newtown	An individual	1869
1689	Sophie Price	Newtown	An individual	1870
1690	Tom Murphy	Other	An individual	1871
1691	Niamh	Johnsonville	An individual	1872
1692	Gareth	Brooklyn	An individual	1873
1693	Alex	Other	An individual	1874
1694	Andy Cameron	Ngaio	An individual	1875
1695	Richard Selby	Khandallah	An individual	1876
1696	Rob Burgess	Newtown	An individual	1877
1697	Seth	Newtown	An individual	1878
1698	Yael	Other	An individual	1879
1699	Fletcher Stevenson		An individual	1880
1700	John Whiting		An individual	1881
1701	Paul Robinson			1882
1702	Paul Logan		Resene	1883
1703	Jessica Smith		An individual	1884
1704	Rhona Carson		Newtown Residents Association	1885
1705	Michelle Wolland		An individual	1886
1706	Mike Mellor		Living Streets Aotearoa	1887
1707	Sharyn Whitaker	Newtown	RMHC NZ Ronald McDonald House Wellington	1888
1708	Anouk Minnaar		An individual	1889
1709	Robyn Lonergan		An individual	1890

1710	Matt McCallum		An individual	1891
1711	Henry Zwart		An individual	1892
1712	Max Rashbrooke		An individual	1893
1713	Geordie Cassin		AA	1895
1714	Emi Piuilā-Afitu		An individual	1896
1715	Greg Harford		Retail NZ	1897
1716	Laura Newcombe		An individual	1898
1717	Laura Newcombe		Four Seasons Florist	1899
1718	Urmila Bhana		An individual	1900
1719	Urmila Bhana		General Grocer	1901
1720	Luigi Muollo		An individual	1902
1721	Felicity Wong		An individual	1903
1722	Catharine Underwood		An individual	1904
1723	Nelish Vallabh		An individual	1905
1724	Myles Gazley		Gazley Holdings Ltd.	1906
1725	Shannon Wallace		Wellington City Council Environmental Reference Group	1907
1726	Amos Mann		An individual	1908
1727	Vicki Anderson		An individual	1909
1728	Maria Whitehead	Other	An individual	1910
1729	Cameron McCulloch	Newtown	An individual	1911
1730	Gill Burnet		An individual	1913
1731	Dale McTavish		An individual	1914
1732	Avryl		An individual	1915
1733	Bernadine Rangi		Blind Citizens NZ Wellington Branch	1916
1734	Chris Ford		Disabled Persons Assembly NZ	1917
1735-1880	Standardised Anonymous Opposition Letter			1918

Feedback

1

NAME: Driscoll	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?

Not important

Feedback

2

NAME: Max Chick	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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

Feedback

3

NAME: Tessa	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 separated cycle lanes because they will make sure my husband and I can bike to and from work safely, returning to our kids in one piece. We want to cycle for fitness, environment and because it's an efficient way of travelling when you're a time poor person. But we want to do it without worrying about being hit by a car and copping aggression from drivers. When we do drive in a car, we want others from our community to feel safe cycling.

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

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

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

4

NAME: E Horner	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 stop reducing car parks, cars are not going anywhere with the introduction of EVs

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
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?	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:

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

5

NAME: Josh Dry	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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

Feedback

6

NAME: Shawn	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

7

NAME: Thomas Morrisey	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

8

NAME: Hannah	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

NAME: Paul Brabet	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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've traveled down Adelaide Road just after the basin on an electric scooter, and suffered a scary fall after a driver from a parked car opened its door suddenly without checking. I walked away with just a few grazes, but had a vehicle been behind me, my injuries could have been much worse. I have since avoided scootering or cycling between the city and Newtown because it is too dangerous. This proposed infrastructure change is a necessary upgrade that will save lives and at the same time encourage people to ride scooters and bicycles.

Thinking about the proposed changes and the different ways 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?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Ellie	Mount Cook	An individual	No

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

These include traffic resolution TR173-22

Support

Please provide any comments here:

As a cyclist, I see a lot of resistance among people who drive vehicles to sharing the road with among people who ride bikes, and rightfully some unease among the latter about sharing space (or merging from shared space) with those who drive vehicles. Until vehicle drivers become more accommodating and cycling is much safer, the WCC should think more creatively and considerately about how spaces are created/modified for active transport users. Lanes for iti/small transport don't have to always be right beside lanes for vehicles (at least the busy lanes), and could instead veer away or be implemented on quieter streets. The active transport lanes on Adelaide Road seem like a good move, but could be improved by separating them from vehicle lanes with a narrow plant/grass corridor to really differentiate them from vehicle lanes (and help fauna). It's really unpleasant to cycle closely to vehicles due to the risk to safety, and noise and air pollution. The removal of car parks from John Street and possibly narrowing the footpath would allow for space to do something like this. In saying that, concrete barriers as wide as those on The Parade in Island Bay shouldn't be used, as it's a waste of space and eats into the active lanes themselves. Another way to think of iti transport lanes as independent of vehicle lanes could be to change Tasman street into one-way for vehicles (towards the city), allowing more space for cyclists and scooter drivers when travelling at a slower pace due to the hills. This street is appealing for having less traffic and wind than Adelaide Road, and being somewhat prettier than desolate Adelaide Road. More specific points of feedback are: 1. Shared paths do not improve cycling. Pedestrians naturally veer onto cyclists' space because they're used to having a bit of safe space to walk on (eg, there are always pedestrians on the bike paths on Akau Tangi & Oriental Bay). If you have to create shared spaces, please put in barriers or elevate the cyclists' lanes like on some parts of Akau Tangi (paint simply fades and isn't a sufficient signal). However, I think there's an exception for the small shared spaces proposed by Rugby Street. 2. The changes to the bike lane in front of the hospital and Newtown School look very worthwhile - ka pai. 3. WCC should remind the public - in the context of installing active transport lanes - that people who use these lanes are consumers too. Where there are bike parks there will still be an opportunity for customers, even if there are fewer car parks. 4. I support less general vehicle traffic and vehicle parks on Cambridge and Kent Terraces to accommodate more active transport use. 5. WCC should acknowledge the future impact of Let's Get Wellington Moving changes on these roads/streets, such as light rail and more traffic through Newtown due to a second tunnel.

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

Walking in the area?

Neutral

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?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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:
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

Feedback

NAME: Ethan hakopa	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

12

NAME: Laura	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?

Not important

Feedback

NAME: Anya Wood	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I think that riddiford street would be awesome if it had a podestrian only section like Cuba 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?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	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:

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?
Important	Very important

Feedback

NAME: Daniel	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Positive
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:
 Very 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?
Not important	Low importance

Feedback

NAME: Megan	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	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

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?
Important	Important

Feedback

NAME: Katie Benson	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

NAME: David Chittenden	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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:
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	Important

Feedback

NAME: Matt Mckillop	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ramps up and down at the bus stops in the completed section are quite steep. Please don't make it too easy for cars to cross the bike path without slowing at the Mein St intersection heading south, if the plan is for the left turn lane to continue to cross. This needs calming to stop speeding cars rushing towards the left turn light into Mein St, such as a judder bar before the bike lane to force lower speeds.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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

NAME: Johanna Berkahn	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 think it's a good idea, I just see how there is room. That area already get congested. Taking out lanes will make it worse. For sure go ahead once you solve the basin reserve congestion. I have an injury so cannot bike and personally avoid buses due people spreading sicknesses on 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?	Very positive
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	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?

Important

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

Moderate importance

Feedback

NAME: Andrea	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
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?	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?

Low importance

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

Important

Feedback

21

NAME: Mia Parker-Green	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 along Riddiford St have been amazing and help me get to and from the supermarket. Changing Adelaide Road would make me feel safe when heading out farther. It feels dangerous at the moment.

Thinking about the proposed changes and the different ways 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?	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?	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

Feedback

22

NAME: Achim Gaedke	SUBURB: Miramar	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'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:

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

Feedback

NAME: Simon	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 only ever seem to be thinking about buses and cyclists these days. As someone who needs to drive all around Wellington for business, extra cycle lanes and bus lanes means I can't do my job as efficiently. I am absolutely sick of my increasing rates bill being put towards stupid transport initiatives that support the minority. How about actually using our rates to build something exciting and fun for kids in the city. There are no world class parks in WCC, yet Porirua (Aotea Lagoon), Upper Hutt (Maidstone and Harcourt), Lower Hutt (Avalon) and even Kapiti craps all over us with Raumati. I can't wait to vote for change in the next election to get rid of you narrow minded moronic muppets.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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:

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

NAME: Owen Baxendale	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

NAME: Ben	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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?

Important

Feedback

NAME: Mark Fahy	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Important

Feedback

NAME: AnneMarie Curtis	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

NAME: Cameron Hart	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

Feedback

NAME: Oliver Dickie	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

NAME: Lausii Taulupe	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Use the center island instead it's hard enough having to deal with the bus lane

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

Walking in the area?	Neutral
Using the bus?	Very negative
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?	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?

Low importance

Feedback

NAME: William Miller	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 these changes. Having safe, separated cycle lanes and bus lanes makes Wellington a better city for everyone. The route proposed is already well used by cyclists, but they have to share these main roads with heavy vehicles. Separated cycle lanes will make things much safer and encourage more people to cycle. There's so much more peace of mind cycling in a separated lane, and it means that drivers are not frustrated by having to share the road with slower cyclists.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

NAME: Garf	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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

NAME: K	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?

Moderate importance

Feedback

NAME: Sonya Cameron	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 coming from Island Bay via Rintoul Street, providing right of way access for cyclists through removing a few car parks (or other options as you see best) at the Newtown end of Rintoul Street would be hugely beneficial in terms of then making cycling easier all the way through to Adelaide Road in Berhampore. Could this relatively minor change be added into the current proposal?

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

Walking in the area?	Positive
Using the bus?	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?	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

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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Very important

Very important

Feedback

NAME: Anuj	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?

Not important

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

Moderate importance

Feedback

NAME: charlotte	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Positive
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:
 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?
Not important	Low importance

Feedback

NAME: Jess	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Making these new changes many remove a lot of car parks that people frequently use, negatively impacting multiple businesses. As someone who doesn't live in Wellington would mean I have fewer parking options, but public transport is not an option for me due to work. If the council is wanting to make public transport like buses more reliable, then how about paying your bus drivers a reasonable wage, so they turn up to work, thus creating reliable transport. We should focus on infrastructure and maintaining the current things we use versus making new road changes. The money used to make these new changes should be used to fix the curret things we have (i.e. paying bus drivers). We can have a cycle lane in the centre island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking. The U-Turns and Pirie Street left-hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are, but car drivers will have to go a long way around, either around the Basin or all the way down past New World, to return to Newtown / Hataitai etc. The reduction in parking time to P60 is too short and needs to be at least P120. The council has not investigated the full impact on traffic around the Basin and customers of these changes.

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

Walking in the area?	Neutral
Using the bus?	Positive
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?	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 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

NAME: Dani	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
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?	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:

Positive

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

NAME: Sam	SUBURB: Paparangi	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

40

NAME: Tim Leathart	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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?	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:

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?
Important	Moderate importance

Feedback

NAME: Janine Evans	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 concerned that enough disability parking is allowed for. No parking outside hospital difficult for short visits and for those who can't afford the expensive hospital carpark. However as a cyclist I appreciate the greater safety

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Negative
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:

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?
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Very important	Very important
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Feedback

42

NAME: Ron	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very 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?	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

Feedback

NAME: Lincoln	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Neutral
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:

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

NAME: Amy Zeilstra	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

45

NAME: Liz	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Very 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?	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

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?
Not important	Moderate importance

Feedback

46

NAME: Jay Garden	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Wouldnt it be more or a win-win to get bikes going down tasman st to tory. Make it max 30kmh, and bikes share the space with cars, scooters, etc. That would also keep bikes away from the basin reserve, which is a nightmare to get around or through. I ride a bike to work most days, both in chc and wlg, and much prefer cycleways that are away from heavy traffic.

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

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

Don't know

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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Very important

Very important

Feedback

47

NAME: Mary Fisher	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:

Just a note that Blind Low Vision NZ (formerly Blind Foundation) and legally 'Royal New Zealand Foundation of the Blind' are one and the same organisation. These were listed as two in the 'who we consulted with' section. There are other consumer groups by different names which do exist.

Thinking about the proposed changes and the different ways people use the area, 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?	Don't know
Living in the area?	Don't know
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:

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

Bike lane Newtown to city connection feedback Mary Fisher.png

Kia ora,

I'm a blind, young-ish Wellington woman who lives in Thorndon and works three days per week in Newtown supporting people who are blind, low vision or deafblind. I train and both sighted and vision-impaired volunteers and organise recreation events around Te Whanganui-a-Tara.

I and a colleague walk together to and from work two days per week and I enormously enjoy this part of my day. Navigating with her is a significantly easier feat than the times I have walked by myself - it takes 50mins when we walk together and 1hr 15 when I walk by myself. The energy and concentration cost of navigating inconsistent footpaths, crossings, stationary and moving e-scooters, poles, bins, sandwich boards, occasional bikes and other pedestrians is a lot of mental effort.

I also use buses, trains and take up the offer of hitching a lift with friends or colleagues to get around the city at other times. But my favourite way of travel is walking if the time factor is there. Wellington is such a cute compact city and we all deserve to feel safe walking from its head to feet.

The main positive factor of the proposed bike lanes for blind/low vision/deafblind people that I see is that I hope it will remove the worry of e-scooters ZOOMING on paths for feet, wheelchairs and devices not going above 10km/hr.

The worry I have is the floating bus platforms needing to be socialised to pedestrians (especially vision impaired folk who are used to landmarks being in a certain spot) and that cyclists are very cautious

Feedback

NAME: luciana tarnoski	SUBURB: Newtown	ON BEHALF OF: Stride	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, 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?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Important

Feedback

NAME: Mark Coburb	SUBURB: Mount Victoria	ON BEHALF OF: Port Nicholson Poneke (PNP) Cycle Club	ORAL SUBMISSION No
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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:

Walking in the area?	
Using the bus?	
Riding bikes?	Very positive
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:

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

Feedback

50

NAME: David Tong	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 very disappointing to see that the Council failed to present any evidence about the safety benefits for cyclists in opposing the car-centric business owners' bad faith application for an interim injunction, and that the Council has now come to a secretive side-deal with those businesses instead of prioritising urgent actions to protect people who cycle and lower emissions.

Thinking about the proposed changes and the different ways people use the area, 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?	Very positive
Working/owning a business in the area?	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:

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?

Important

Feedback

NAME: D Gorton	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thank you for your hard work on making these changes. This cycle route is so important as a major cycle commuting route with no real alternatives. Separated bus and cycle lanes are absolutely necessary and need to be prioritized. A cycle lane that is separated, connected the whole way through the route, and is clear on what to do for car drivers and cyclists is needed.

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

Walking in the area?	Very positive
Using the bus?	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

NAME: Nigel Williamson	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	Very 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

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	Important

Feedback

53

NAME: Jessica-Lee	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 think it will kill small businesses that are accessed by the community because of the parking spaces.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
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?	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

NAME: izzy	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Neutral
Visiting a business in the area?	Very 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:

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?

Low importance

Feedback

NAME: Sam	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

NAME: Paul	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

NAME: Andrew Lensen	SUBURB: Te Aro	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:

- 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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

58

NAME: Rakshaya Ashpk	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 really support this plan for many reasons. Particularly, I think it will positively impact the environment and increase physical activity for people living in the area. However, I would like to know more about how these changes will affect people with disabilities and mobility issues. In addition, will the buses run more frequently after the changes are in place? Currently they are quite infrequent, especially at night.

Thinking about the proposed changes and the different ways people use the area, what 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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
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 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

59

NAME: Frith Williams	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Every day, I commute to my central city job from Island Bay, and every day it's a risk. Please do everything possible to make Wellington a cycle-safe city. This is long overdue.

Thinking about the proposed changes and the different ways 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

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

60

NAME: Callan	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
this does not improve safety as cars turning left from congested traffic lanes will hit cyclists/e-cyclists going much faster on their inside

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
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:
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	Low importance

Feedback

NAME: Tanguy Pellerin	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Adding more diesel buses won't change nothing, bike lane constricting traffic will kill the cbd, kill the all the shop, people will simply keep driving just further away like we see today, to porirua or Martinborough. Spend money on creating a tramway line going all around from Upper hutt to Miramar.

Thinking about the proposed changes and the different ways 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?	Neutral
Living in the area?	Neutral
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?

Not important

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

Not important

Feedback

NAME: Sean Barker	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 separated bike lanes. Me, my wife and our 2 children use our cargo bike for daily commuting and know that with the full rolled out plan, other families will commit to less car more bike and public transport use. Prioritise bikes, they are the future – and we can have that future NOW.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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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Very important

Very important

Feedback

NAME: LJ Yearbury-Murphy	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 We need more parking, not 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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
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:
 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?
Not important	Moderate importance

Feedback

NAME: Gabrielle O'Rourke	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cyclelane in from of the hospital is so dangerous for cyclists. I'm a daily cyclist commuter and am too scared to use it. It's slippery and the one outside the bus stop has no room for error when it's windy OR when people wander out in front of you - it's quite a drop. I won't use it - prefer to go up Hanson St and down Mein 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

65

NAME: Brendan White	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Think the cycle lane is great. I would like to see the following changes made - Better clarity on Northbound bus lane on Riddiford St to help stop private cars using it. Currently lots of drivers ignore the bus lane and drive in it sometimes all the way from Mein St - but also I dont think it is very clear when you are allowed to get in the left lane when turning into John St. - I would like to see the bike lane on Rugby St be made 2 way. Currently if you are coming from upper Cuba / Taranaki via Pukeahu park the route via Cambridge Tce and the Basin does not make much sense as you end up going north before going south again - and it would make sense for Tasman St and Rugby St to be a connection into this great cycleway.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very 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

Feedback

66

NAME: Bronwyn Phillipps	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is great, love the changes especially the dedicated bike lanes down Adelaide and to the waterfront. The raised sections where the bikes ride over the bus stops is ok but I can foresee it being dangerous especially on such a well used stretch of road at rush hour. Sometimes there are 10-15 bikes heading down Adelaide at a time along with morning bus traffic and people may step off a bus into bikes going fast. Otherwise love all the strategies and the proposed change to the current bike lanes at the Mein St intersection. The traffic backing up and the bikes swapping that is there currently is unnecessary when they could be on the left as you've proposed.

Thinking about the proposed changes and the different ways people use the area, 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?	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

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

NAME: Oliver Shearer	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

NAME: Robb Morison	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

NAME: Phil Bain	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

70

NAME: Sam Archer	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 provide a comprehensive set of reports for the impact on travel time for vehicles, the safety of passengers getting off busses into a cycle lane, as well as the complete report on how many more people are expected to use this, considering the cost. Wellington is a very windy city with limited cyclists. What evidence is there this will change?

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

Walking in the area?	Very negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
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Not important

Not important

Feedback

71

NAME: Kirstin Gibb	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle commute daily. Berhampore to Newtown remains dangerous for adults and children to navigate, and includes a number of schools that are scheduled for significant roll increases. This area is only going to get worse. The suggested change to Riddiford Street into Mein Street is really appreciated, and the dual-way dedicated cycle lane from Basin to Waterfront is great. Please ensure marked biking and scooter lanes are painted on the waterfront as is currently in place along Oriental Parade - a number of cyclists still find the road a better option than navigating around unaware pedestrians. I am worried that the change to Adelaide Road joining to the Basin is not going to work for the majority of commuting cyclists. Most will still want to cross directly to the basin with the green light, not wait for a second phase to then cross. The Island Bay Parade cycleway effectively makes it dangerous to move from the southbound cycle lane, across traffic when turning into side streets - such as Mersey Street. Will this also be the case for Adelaide 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?	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:

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

NAME: Haig Davidson	SUBURB: Other	ON BEHALF OF: Mitsubishi Motors New Zealand	ORAL SUBMISSION No
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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 median crossings are critical to be open for vehicle traffic to get from Kent to Cambridge Terrace. These are our main access roads for customers to get to our business.

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

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

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

Feedback

NAME: Kaylene Larking	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Moderate importance

Feedback

NAME: Luigi Muollo	SUBURB: Seatoun	ON BEHALF OF: Standard 956 Limited	ORAL SUBMISSION No
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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:

These changes will increase emissions as it will send more vehicles around the Basin Reserve or to Courtenay Place. The loss of carparks will lead to more vehicle moving to Petone, increasing emissions. The removal of carparks will lead to a loss in carpark revenue for WCC, then WCC will increase rates when we already have a cost of living crisis. These rates either get paid by home owners or get added to rents of rental properties.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
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?	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?

Moderate importance

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

[REDACTED]
[REDACTED]

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

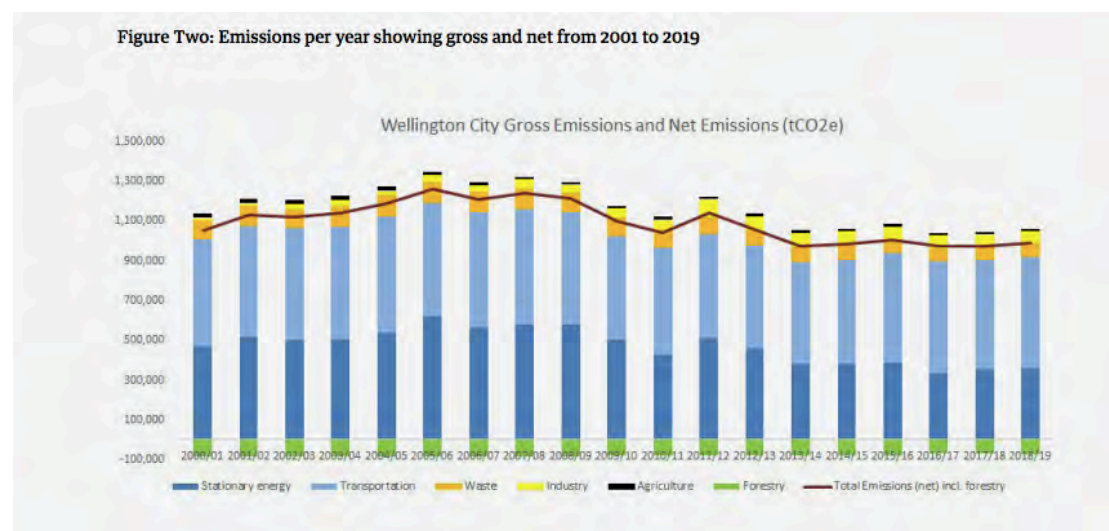
The Council says it measures Wellington City 's emissions using the Global Protocol for Community-scale Greenhouse Gas Emission Inventory (the Global Protocol). This is one of the frameworks that is used internationally for accounting for and reporting on city-wide greenhouse emissions. Zero emissions 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.

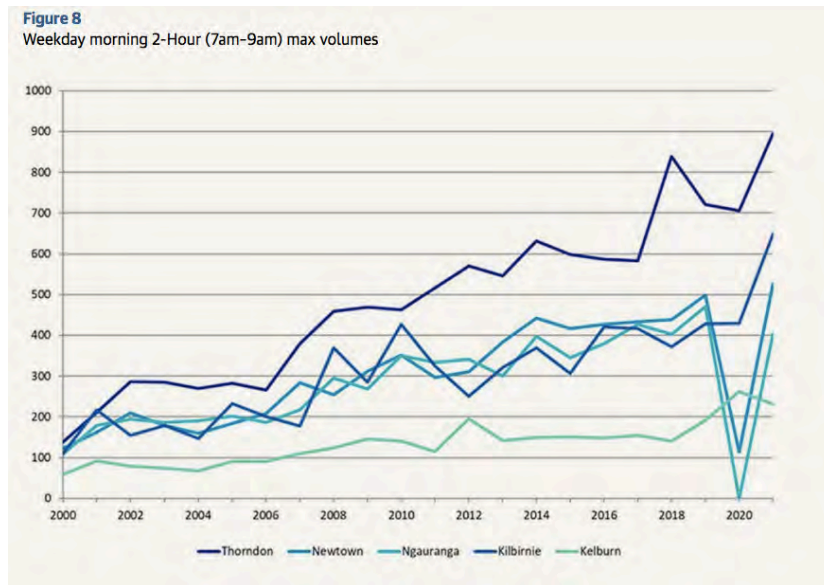
Cycling in Wellington

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 Francisco¹, 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.

¹ 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:

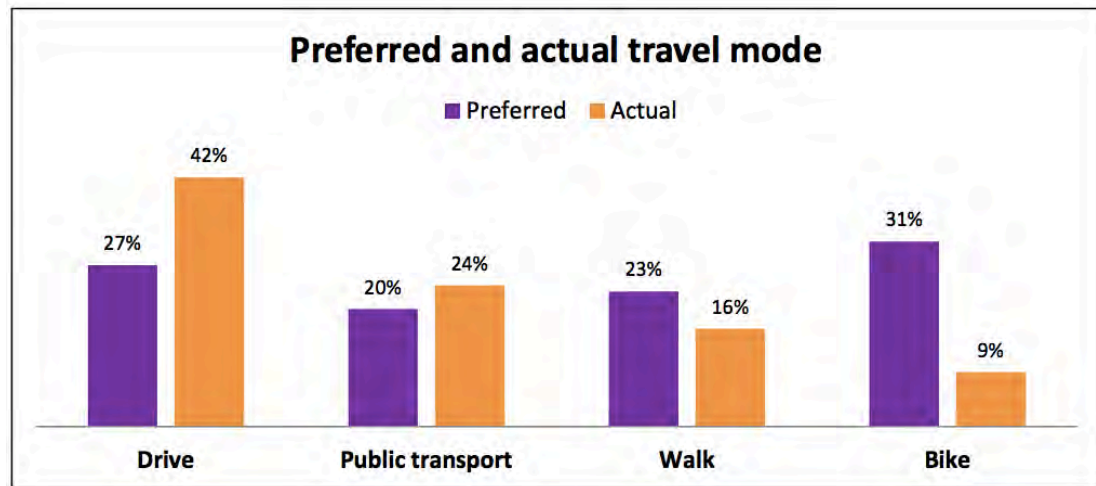
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated 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



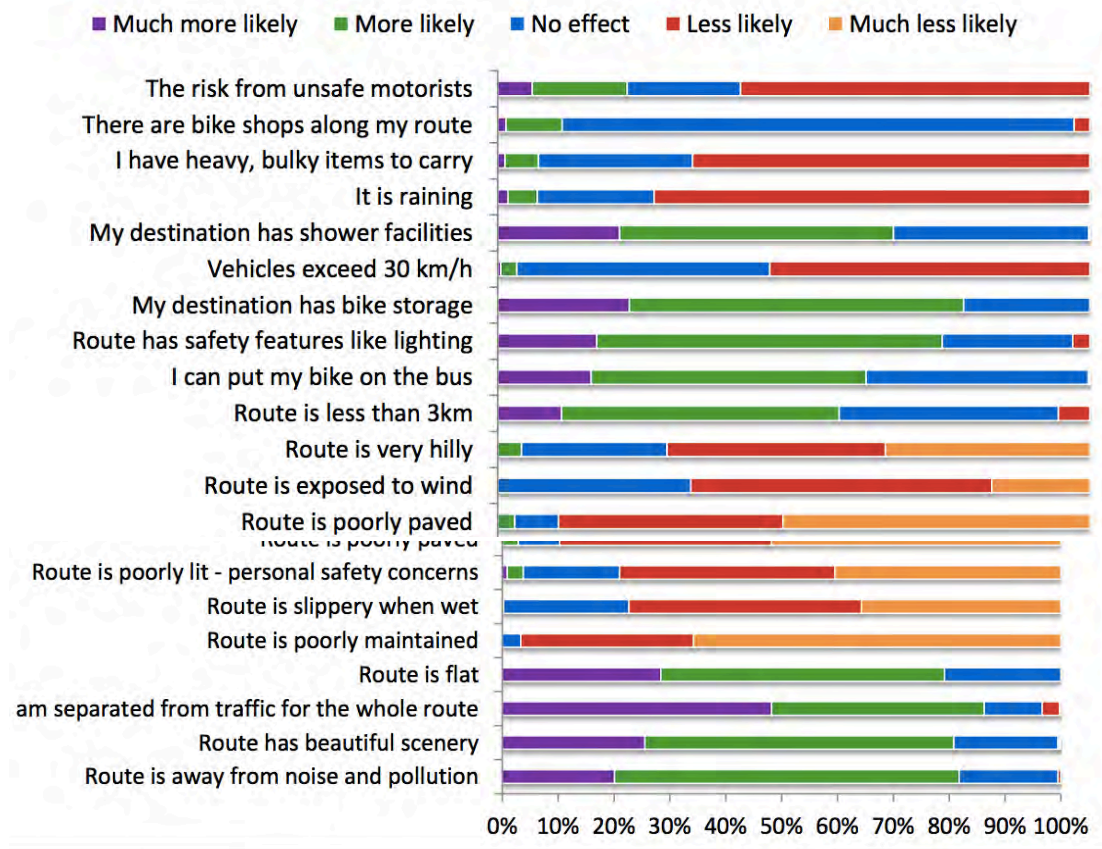
Barriers to cycling

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 ² 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 ³ 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 al⁴. 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.

² Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

³ 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

⁴ 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% ¹	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuen		2%		
Albertslundruten		2.5%		9%
Farmruten		5%	6%	10%

1. 1% car drivers, 2% car 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.⁵ 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

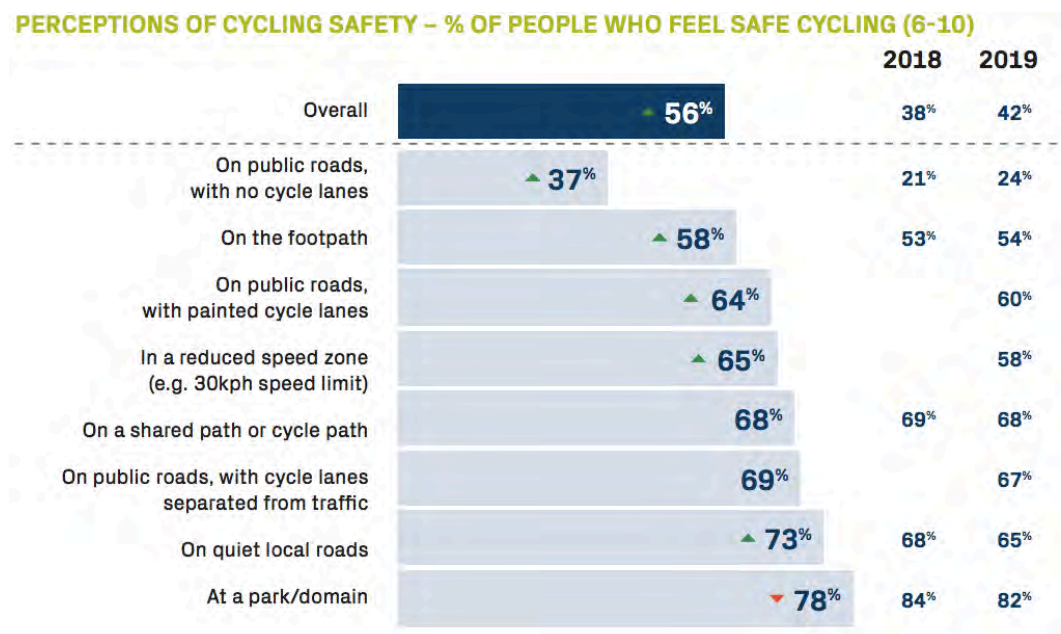
⁵ Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI 2021

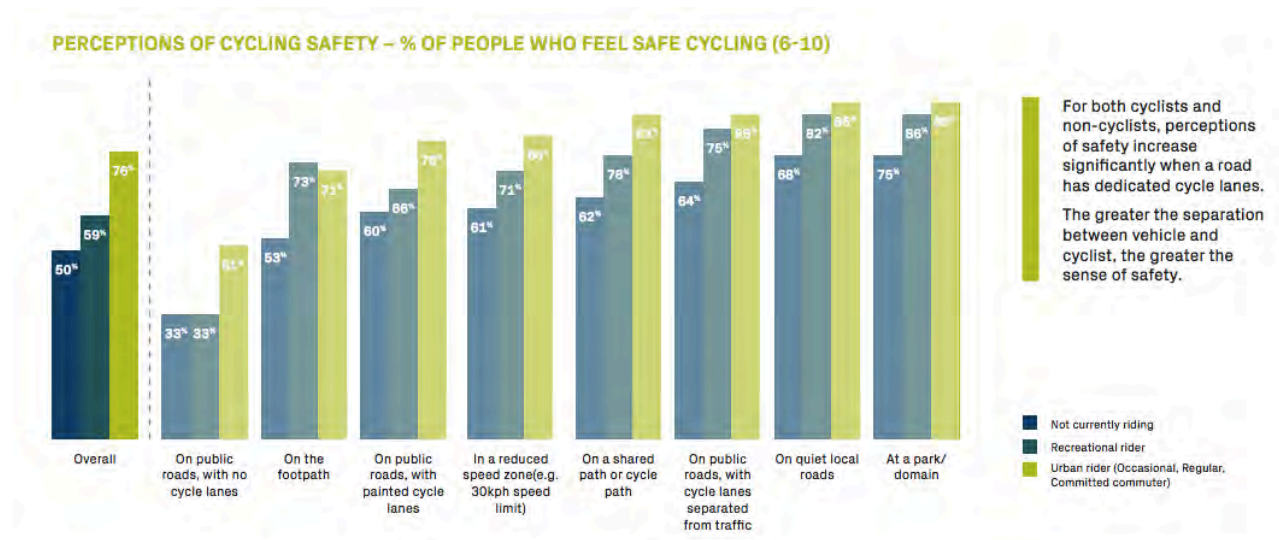
percent). However these were leading questions and, importantly respondents were not told how much it would cost and how effective the intervention might be.

- 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 study⁶.

⁶ New York Department of Transport, Protected Bike Lane Analysis

The cycleway evidence was as follows:

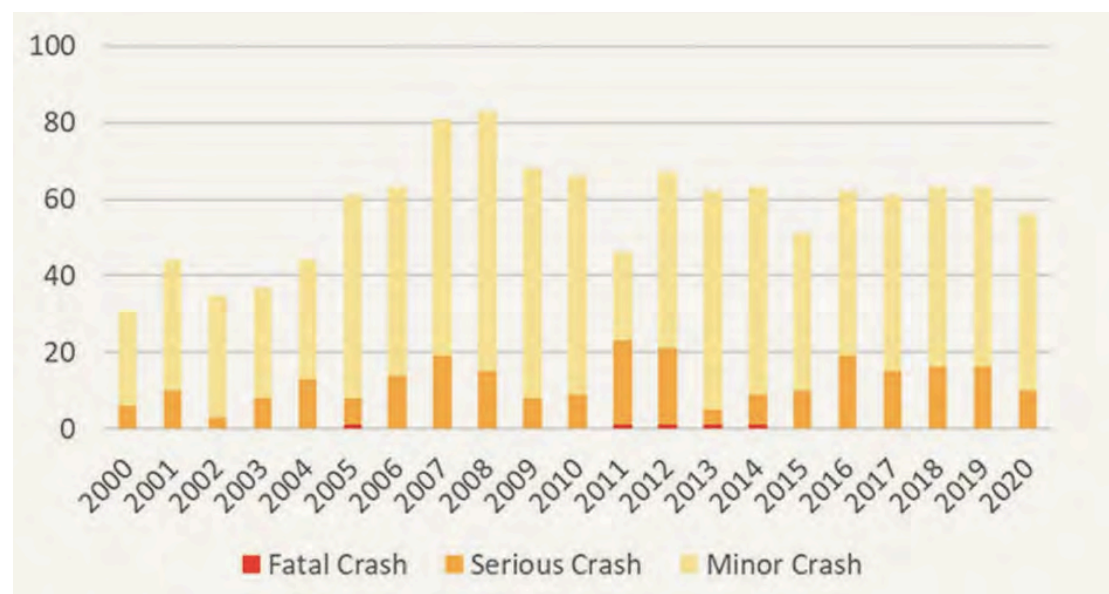
A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.

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 roles 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 article⁷ 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

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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

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

⁷

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

75

NAME: Nicole Gaston	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

NAME: John-Luke Day	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Originally, the cycleway had yellow plastic ramps up to the bus stop platforms. These have now been replaced by a superior metal ramp. Please avoid the yellow plastic ramps for future bike lanes. They're too big, bulky and unsteady to cycle over.

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

Walking in the area?	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?
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Very important	Very important
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Feedback

NAME: Samuel	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 overall intent and design of this proposal. I live on this route and it will allow me to rethink my decision not to commute by bike. A lot of focus has been on the Newtown section of this route but a good connection to the city via Cambridge Tce is crucial. Making that section of the route bike-friendly and more attractive for walking as well is a great positive step. More thought needs to be given to providing a link to Oriental Parade and the waterfront. The plans envisage that cyclists will dismount in order to cross at two pedestrian crossings before entering the waterfront zone. The current plan would result in a messier and more complex intersection at Kent Tce and Oriental Parade. Already, traffic has difficulty merging efficiently at peak time through that intersection. More signage or traffic calming measures are required in order to ensure the safety of increased numbers of pedestrians in that area. Alternatives should be considered to provide cyclists a smoother transition to the waterfront. The waterfront itself is the only protected route to the other side of downtown so it is crucial that the project connects to it appropriately.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

NAME: Amy-lou Turner	SUBURB: Berhampore	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:

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:

Walking in the area?	Neutral
Using the bus?	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?	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:

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

NAME: Hannah	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

NAME: Julian Kersey	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Don't know
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?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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:

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?
Important	Important

Feedback

NAME: Richard Devery	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

82

NAME: Mackenzie	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

- Move the cycle lane to the centre on Kent Terrace -Keep the u-turns through Kent and Cambridge - having to right around will majorly delay and disrupt traffic (cycle lane won't be majorly impacted) - Parking for 60 mins isn't practical, it needs to be 120 at minimum for visiting local stores, going out for lunch / supporting local economy

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Moderate importance	Important
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Feedback

NAME: Martin	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:
 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?
Moderate importance	Low importance

Feedback

NAME: Jacqui	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

1 We can have a cycle lane in the centre island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc 3 The reduction in parking time to P60 is too short and needs to be at least P120 4 The council has not investigated the full impact to traffic around the Basin and will affect many customers of businesses surrounding the area.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?

Not important

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

Not important

Feedback

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

Walking in the area?	Very 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

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?
Not important	Low importance

Feedback

NAME: kat	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

There are 4 main points to mention or note
 1 We can have a cycle lane in the centre island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking
 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc
 3 The reduction in parking time to P60 is too short and needs to be at least P120
 4 The council has not investigated the full impact to traffic around the Basin and customers of these changes

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

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

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?

Very important

Feedback

NAME: Cheye	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Absolute bullshit... Wellington doesn't need to lose any more parking due to cycle lanes. 95% of people do not want to cycle in Wellington as it is cold, windy, hilly, and most people live out of town. Public transport is so unreliable and during a pandemic people don't want to be crowded in with each other. This will very negatively effect businesses where there is already very limited parking for customers and staff. Cycling and public transport is not a viable option for many people. Staff and customers rely on these carparks to be available. Stop thinking of the minority that cycle and use public transport and look at the bigger picture of people who rely on personal vehicles to commute.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?

Not important

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

Not important

Feedback

NAME: madi	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

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

NAME: Phoebe	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Very negative
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:
 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?
Not important	Not important

Feedback

NAME: Murray Johns	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?

Moderate importance

Feedback

NAME: Kyle	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

With the reduction in parking - where do you suppose workers to park in this industrial area? Also the cyclelane in Island bay wasnt a great hit and a waste of \$\$ - what will be different about this one?

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

Walking in the area?	Neutral
Using the bus?	Positive
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?

Not important

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

Important

Feedback

92

NAME: Shaunelle	SUBURB: Rongotai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This cycle way will have an extremely negative impact on the business's along this route. Strongly oppose this, there is minimal parking as it is.

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

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
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?

Not important

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

Moderate importance

Feedback

NAME: Carlin	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	Very 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:
 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?
Moderate importance	Moderate importance

Feedback

NAME: jess mclay	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	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:

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?
Important	Moderate importance

Feedback

NAME: Carne	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

NAME: Aimee	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 could put a cycle lane in the centre island along Kent/Cambridge Terrace instead of removing carparks. The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around - either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc. The reduction in parking time to P60 is too short and needs to be at least P120.

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

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?

Not important

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

Low importance

Feedback

NAME: kevin nash	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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:
 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

Feedback

NAME: Hayden	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

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:

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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

NAME: Kelsey Drysdale	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	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

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?
Not important	Moderate importance

Feedback

100

NAME: Mara	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

1 We can have a cycle lane in the centre island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc 3 The reduction in parking time to P60 is too short and needs to be at least P120 4 The council has not investigated the full impact to traffic around the Basin and customers of these changes

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

Walking in the area?	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?	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

Feedback

NAME: Hunter Mitchell	SUBURB: Ngaio	ON BEHALF OF: Rutherford & Bond Toyota	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Neutral
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

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

NAME: Mathias Corwin	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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, I fear for my life on the daily. I hear so many people say they would like to cycle more and the only thing holding them back is that they're scared of being hit by a car. Please make this cycling route 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:

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

103

NAME: Catriona Simpson	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

NAME: Murray Ogilvie	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Great improvements, keep up the good work.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

NAME: Brett Halkett	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mel B	Newtown	An individual	No

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'm a fighter training at a Muay Thai gym on College Street. Removing car parks on Cambridge and Kent will make it difficult for myself and others to get to training. I train morning and evening most days of the week, around work. Buses aren't reliable enough, nor do they start early enough in the morning, to be a viable form of transport for me to get to training. Other people travel from as far as Upper Hutt to train at the gym, they need to drive to get to training. Removing these carparks impacts the gym as a business, and impacts amateur athletes' ability to take part in their sport. I don't think it's necessary to remove car parks to allow space for bike lanes. The Island Bay cycle way is an example of parking and bike lanes co-existing. Cambridge and Kent terraces are wide enough to have parking and dedicated bus and bike lanes, especially with the currently seldom used pedestrian space in the middle. I'm also familiar with the bus route through cambridge/kent at peak times - I see no issue with the current bus lane set up. I'm all for changes that encourage Wellingtonians to use public transport and cycle more, but sometimes driving a car is the only option that allows you to be in a specific location at a specific time. It is disingenuous to simply remove the majority of parking from this area.

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

Walking in the area?	Neutral
Using the bus?	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?	Very negative
Living with mobility or accessibility issues?	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:

Negative

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

Feedback

NAME: John Gerondis	SUBURB: Seatoun	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:

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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very 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

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?

Not important

Important

Cycle way review PDF2.pdf

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

[REDACTED]
[REDACTED]

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 Council's 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

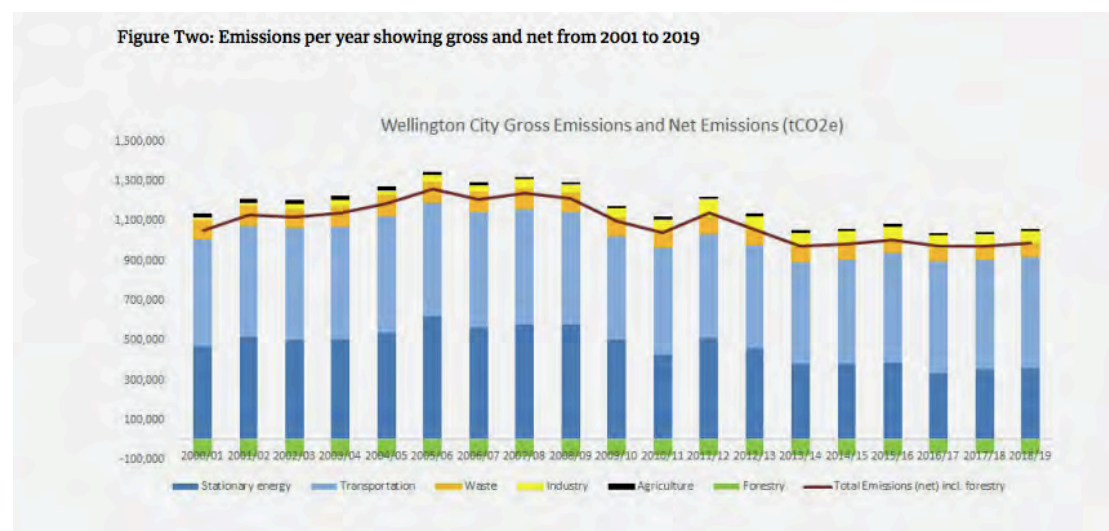
The Council says it measures Wellington City 's emissions using the Global Protocol for Community-scale Greenhouse Gas Emission Inventory (the Global Protocol). This is one of the frameworks that is used internationally for accounting for and reporting on city-wide greenhouse emissions. Zero emissions 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.

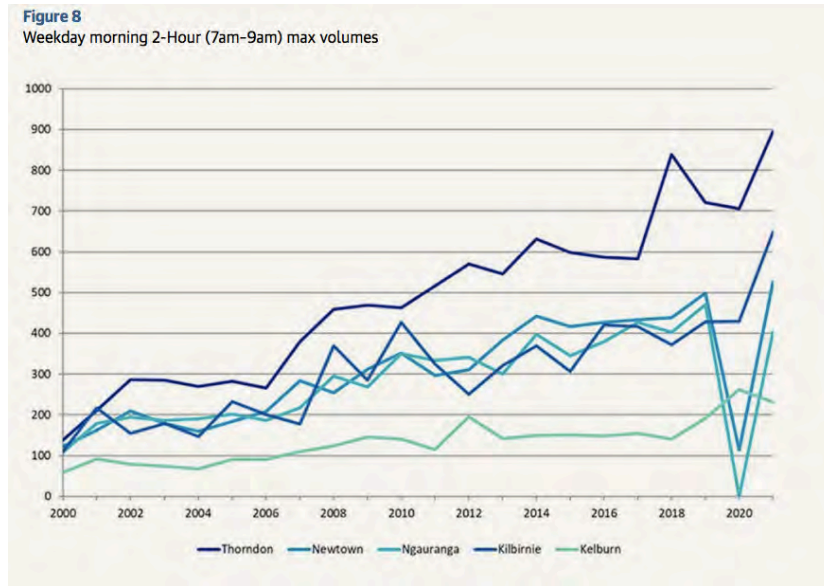
Cycling in Wellington

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 Francisco¹, 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.

¹ 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:

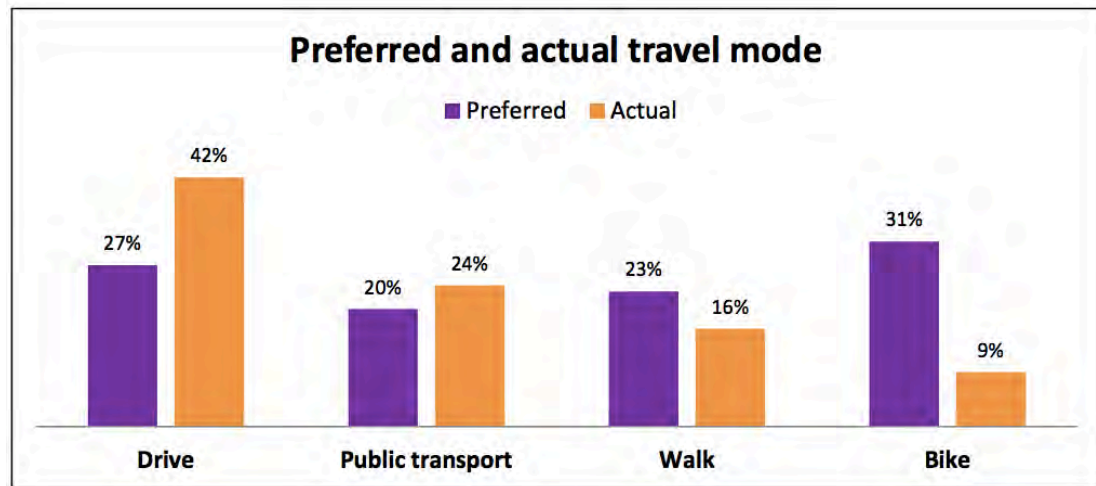
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated 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



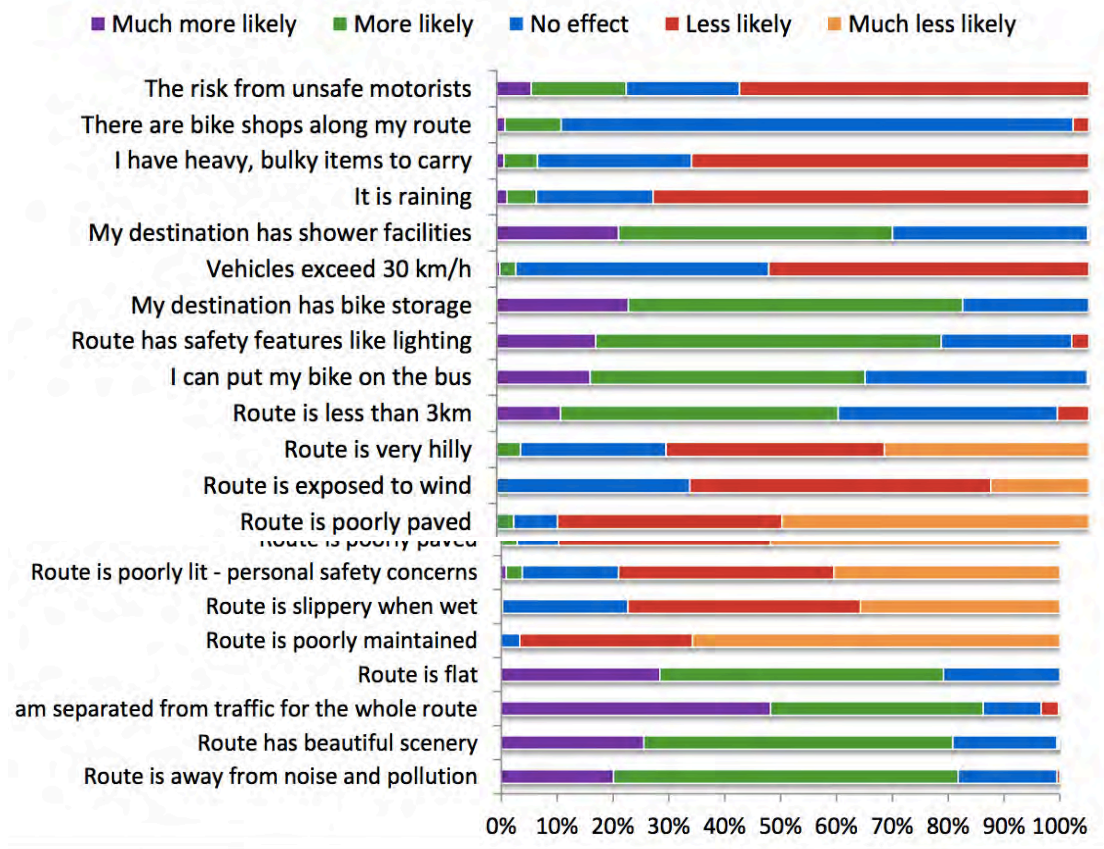
Barriers to cycling

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 ² 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 ³ 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 al⁴. 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.

² Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

³ 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

⁴ 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% ¹	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuen		2%		
Albertslundruten		2.5%		9%
Farmruten		5%	6%	10%

1. 1% car drivers, 2% car 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.⁵ 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

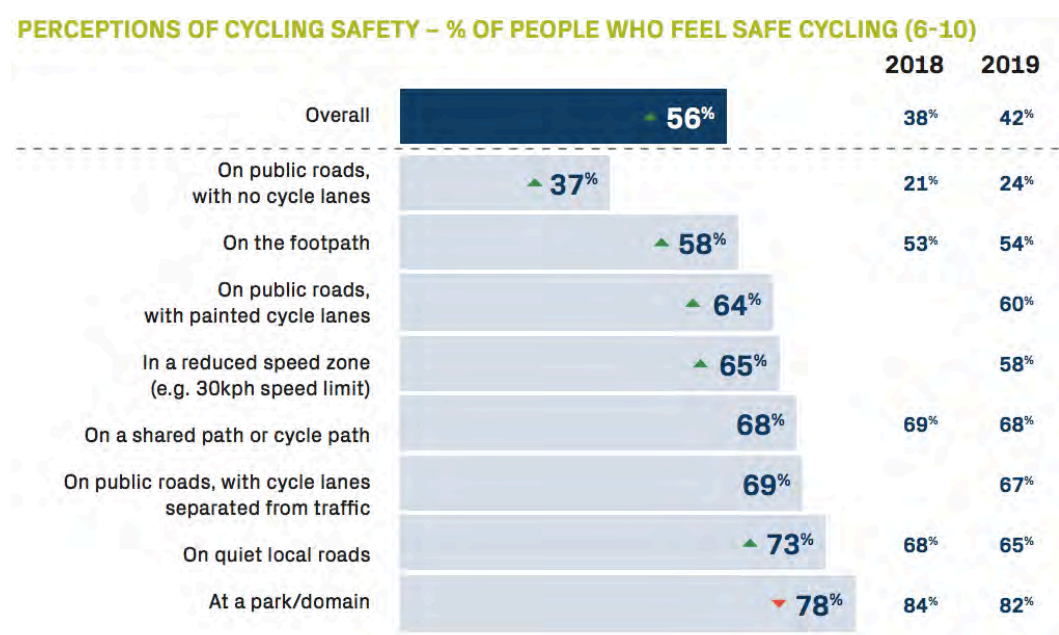
⁵ Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI 2021

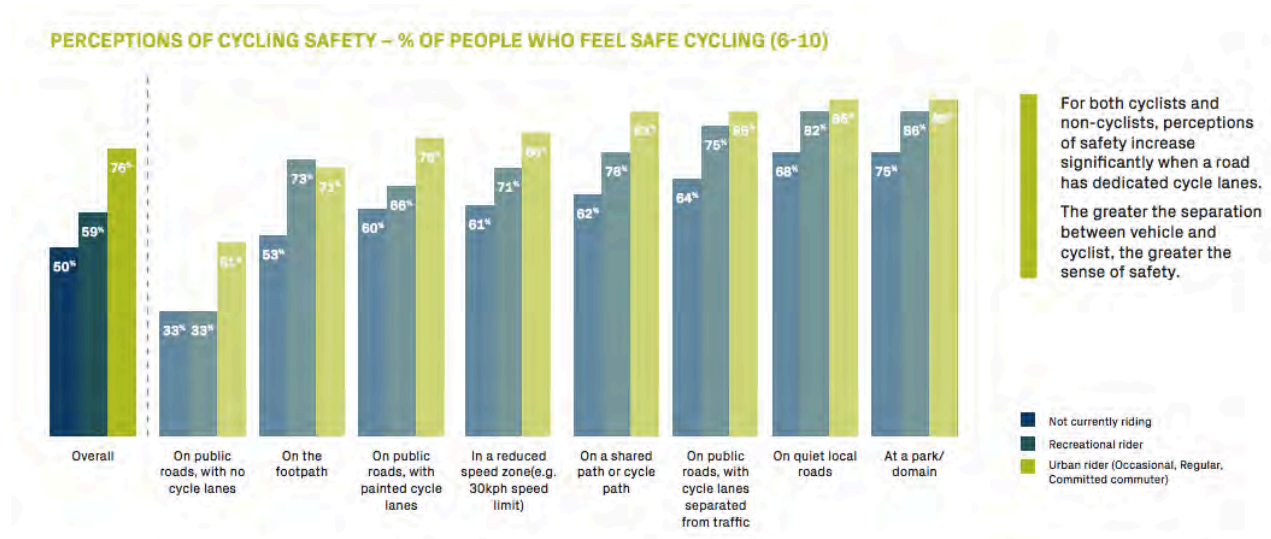
percent). However these were leading questions and, importantly respondents were not told how much it would cost and how effective the intervention might be.

- 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 study⁶.

⁶ New York Department of Transport, Protected Bike Lane Analysis

The cycleway evidence was as follows:

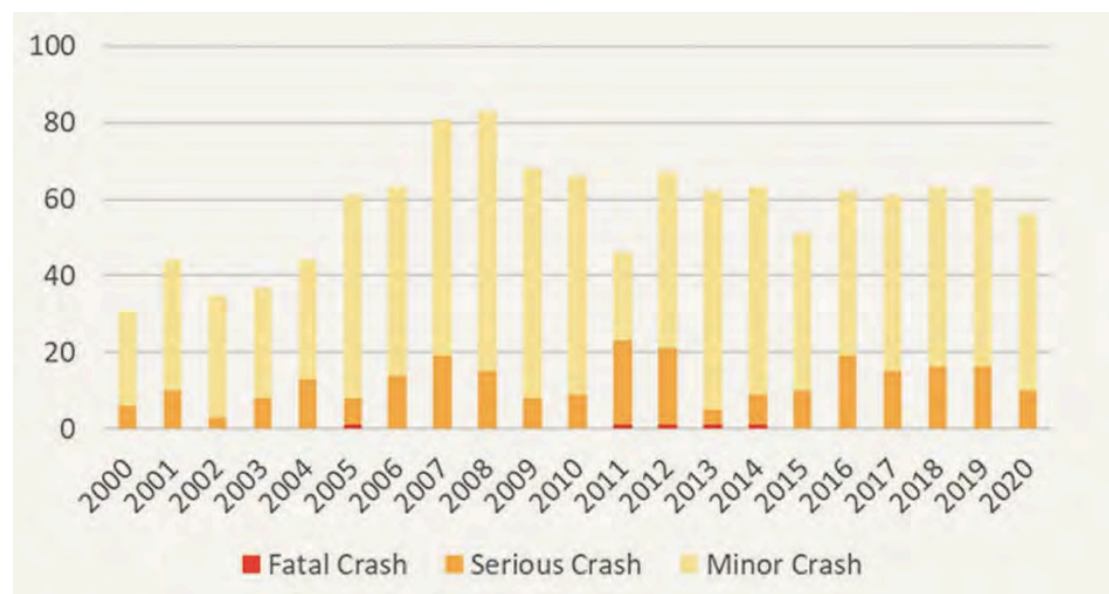
A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.

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 roles 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 article⁷ 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

⁷

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

108

NAME: Tim Blackmore	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

109

NAME: Danielle Wellwood	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

110

NAME: Leaha North	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

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:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
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:

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

111

NAME: Leonie Mercer	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

112

NAME: Ben	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?

Important

Feedback

113

NAME: Taylah	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

NAME: Nathaniel Millington	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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

Feedback

115

NAME: Elliot Bartley	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?

Not important

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

Moderate importance

Feedback

116

NAME: Justin Broom	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

great stuff, glad to see the crossing for bikes being changed, i just hope there are sensors in the ground to detect upcoming bikes to minimise waiting time for bikes at crossings!

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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:

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

NAME: Nicholas Booth	SUBURB: Melrose	ON BEHALF OF: Newtown School / Te Kura O ngā Puna Waiora	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

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

NAME: Duncan Domett	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

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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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?

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

Important	Important
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Feedback

NAME: Nathan Overall	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

120

NAME: Chris	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

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	Important

Feedback

121

NAME: Tohia Love	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Bikes and others will need a route through the Basin even on game days.

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
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:

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?

Important

Feedback

NAME: Bob Aldred	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	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

Feedback

123

NAME: Alex	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Spending countless dollars on cycle ways is just stupid. Wellington, geographically and climate-wise, is not ideal for cycling. Why is money not being spent on ensuring public transport is a better option? I find the money spent on cycling is wasteful and provides no use to the disabled community in Wellington. Some might even call these cycle initiative ableist. Some people are unable to cycle as the cost of a bike or their physical condition could make it impossible.

Thinking about the proposed changes and the different ways 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?	Neutral
Working/owning a business in the area?	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:

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

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 rod 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 Tsman 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 mcdonals 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

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

125

NAME: Geoff HENRY	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Riddiford "changes" are ill-planned, ill-thought and down-right 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?	Very negative
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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

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

126

NAME: Sam	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycling in cities, and believe that increased uptake of cycling and cycle lane networks go hand in hand.

Thinking about the proposed changes and the different ways people use the area, what 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?	Neutral
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

127

NAME: Huria	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Getting rid of most parking and installing bike lanes and bus lanes is a net positive for the city. Do it. All of it. Asap

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

NAME: ange	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a woman in my 60s who cycles for health and to get places, I avoid Cambridge Terrace/Kent Terrace just now because of the speed of traffic and lack of space for cyclists. Or I ride illegally on the footpath. The bike lanes will open up the city for safe legal riding.

Thinking about the proposed changes and the different ways 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?	Very positive
Working/owning a business in the area?	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?
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Very important	Very important
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Feedback

129

NAME: a c young	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

130

NAME: Ben	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
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

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	Low importance

Feedback

131

NAME: Andrew Evans	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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	Important

Feedback

132

NAME: Zach	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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

133

NAME: DIANNE & Les DYNE	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
6. It is ludicrous to have arterial route reduced to a single lane. A higher priority would be to make a cross city arterial route to allow Newtown to become a village environment. 7. Inadequate bus service to Newtown from Brooklyn areas. 8. Consequents: Car users will avoid Newtown, thereby increasing carbon emission as we travel further afield.

Thinking about the proposed changes and the different ways 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 negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	
Visiting a business in the area?	Very negative
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:
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	Very important

Feedback

134

NAME: Tim Jenkins	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

135

NAME: Lucy Stewart	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plans look very good and I am excited to see them implemented ASAP. Reflecting on visits in the last year to other NZ cities (Auckland, Chch, Hamilton) it is frankly embarrassing to see the level of cycling infrastructure they have already rolled out while Wellington lags behind. Additionally, having visited the hospital post completion of the Riddiford St section I am completely comfortable with it as a car driver. It requires a little more attention but that is just part of sharing the streets with other modes of transport.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

136

NAME: Kirsty	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 will make a better and safer route into work for me.

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

Walking in the area?	Don't know
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
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:
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

Feedback

137

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Andrew Bartlett	Miramar	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 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

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	Moderate importance

Feedback

138

NAME: Kieran Martin	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

If the issues were properly understood by more people I feel certain that they would support public transport and micro-mobility more than they do now. I think the best approach is to trust in that and go for the strongest changes you can.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

NAME: Luke	SUBURB: Newtown	ON BEHALF OF: Generation Zero	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:

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

140

NAME: peter Gates	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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:

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

Feedback

141

NAME: Caroline	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	
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:

Don't know

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

142

NAME: Sarah	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Very negative
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?	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?

Not important

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

Not important

Feedback

143

NAME: Emilia	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
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:

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?

Important

Feedback

144

NAME: Eeuwe Schuckard	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

145

NAME: Josh	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very 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?	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

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

Feedback

146

NAME: Tan Pheng Tan	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
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?	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

147

NAME: Hunter Davidson	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

148

NAME: Scott	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
This will get rid of parking from business on some side streets which will affect us

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

Walking in the area?	Very negative
Using the bus?	Don't know
Riding bikes?	Don't know
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:
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?
Not important	Not important

Feedback

149

NAME: Liam	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?

Important

Feedback

150

NAME: Michael Dowse	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

151

NAME: Rebekah	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very 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

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?
Not important	Low importance

Feedback

152

NAME: Lorelei	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:
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:	
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?	Very positive
Living with mobility or accessibility issues?	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

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

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Feedback

153

NAME: B Phillips	SUBURB: Owhiro Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
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?	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?

Very important

Feedback

154

NAME: Joshua Buckler	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
If it was possible to have bike lanes seperated from cars/busses by some kind of barrier it would be much better. It's obvious that cars just don't want cyclists on the road and reckless, distracted it aggressive driving makes us all feel very unsafe. Places where cars actually have to cross the bike lane are a death waiting to happen.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

155

NAME: Steve Cosgrove	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:

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

156

NAME: Luke R	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

157

NAME: Alana Hathaway-Rokotakala	SUBURB: Rongotai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

My one concern is around accessibility for people who are partially sighted/have sight impairments, are using a wheelchair or have some other disability. This needs to be prioritized in the planning and implementation. Other than that, really back this plan!!!

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

Walking in the area?	Very positive
Using the bus?	Very 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?	Positive
Living with mobility or accessibility issues?	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

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

158

NAME: Amber Trembath	SUBURB: Paparangi	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

well for starters having the bus lane take up a whole lane of traffic is bad, because if you are traveling north and want to turn up John St you have to indicate left before a bus comes down the same lane, which is very dangerous, secondly the platforms are badly designed and bikes and scooters don't really use it, it is also bad for the elderly and disabled community because you have to wait for riders to finish using the platform before you get on to get the bus. it is just poorly layed out. the council could have made bus stops by carving into the footpath and freeing up the other lane for traffic.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
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:

Very positive

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?

Very important

Feedback

159

NAME: Connie May Nisbet	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
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

Feedback

160

NAME: Stephanie RJ	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 new more robust and more gently sloping ramps up to the bus platform are much better than the plastic ones that felt like they would collapse under you. - Although painted bike lanes are not adequate, having a thin painted area connecting the ends of the bike lane and the advance stop boxes on Riddiford st and even mein st would make it more likely that cars would stand at the intersection far enough from the kerb to allow passing through to the advance stop boxes. The change to the mein st intersection seems good as long as the light phasing is managed too. The area I have most concern about is the crossing over to the waterfront. Hopefully the phasing of these lights will prioritise bikes and/or respond quickly to a beg button It's not clear from these plans if the single lane that allows turning all the way round the basin reserve will stay as it is with a pedestrian crossing. I would support that as there would otherwise be no way to access eg. Wellington East Girls from the tunnel given the turning bays will be closed off (as they should be). More traffic calming may be needed. Overall this bike route is critical especially as the evans bay bike path remains incomplete and unsafe (please change the speed limit through the incomplete sections to 25 or 30 and/or install speedbumps for cars so they stop overtaking unsafely)

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

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

161

NAME: Jarrod moss	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This current work has added so much congestion to newtown, its becoming so hard to run a local business from this area.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very 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?	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 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

162

NAME: Claudia Vallebella	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

163

NAME: julia	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
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

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?
Moderate importance	Very important

Feedback

164

NAME: Bill	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Very 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

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

165

NAME: Fergus Prince	SUBURB: Ohariu	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	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:
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?
Moderate importance	Very important

Feedback

166

NAME: Kim	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is already impossible, removing more car parks is going to kill business all over. No street parking at the hospital now is madness, there aren't enough parks in the hospital car park as it is and now you put more pressure on people who are trying to get to appointments or visit with sick loved ones, it's heartless. The economy is in the toilet and your wasting money on stupid bike lanes

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

Walking in the area?	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:

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

167

NAME: Morgan Kelly	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

168

NAME: Helmut	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

169

NAME: Terrance	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Moderate importance

Feedback

170

NAME: alex	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

171

NAME: Jacob McElwee	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle this route most days, often with children on my bike. I feel so much safer riding on the new section of temporary cycle lanes on Riddiford Street. No close passing vehicles, no risk of getting car doored. On the rest of the route I have an almost constant sense of fear. If we are serious about climate change and improving health outcomes we've got to make it safer to cycle and the proposed improvements are non-negotiable.

Thinking about the proposed changes and the different ways people use the area, 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?	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

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

Feedback

172

NAME: Matthew	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Positive
Visiting a business in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Very important

Feedback

173

NAME: Nope	SUBURB: Churton Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
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?

Not important

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

Low importance

Feedback

174

NAME: Ann-Kaisarina Pettit	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I empathize with the few sole trader stores left for our convenience. I also feel they are being forced out of business sadly.

Thinking about the proposed changes and the different ways 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?	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?

Important

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

Important

Feedback

175

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Matthew Cross	Newtown	An individual	No

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:

Yes I support the cycleway, increased bus prioritisation and reduction of on-street parking. This proposal is much safer for cyclists and speeds up public transport: big wins for those who don't contribute to the gridlock and pollution of the city. I'm very impressed by the new layout in Newtown and see no need for changing the Mein St corner. The new setup to the basin reserve from Newtown, and onwards down Kent and Cambridge Terrace looks good for cycling. I recommend there be a contingency built into this from the start for days when the basin is closed to through traffic, such as a closed lane dedicated on the west side for bidirectional bike and scooter traffic.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?

Very important

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

Important

Feedback

176

NAME: Hannah Newport-Watson	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 very supportive of the changes, especially improvements to cycleways and cycle safety. Please remember to allow safe entry and exit points for cycleways, as there will always be times when cyclists need to follow alternative routes and need to be able to safely use non-cycleway roads too!

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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:

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

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Frances Mountier	Newtown	An individual	No

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

These include traffic resolution TR173-22

Support

Please provide any comments here:

It's important that carparks remain on Riddiford St for parents of Ngāti Kotahitanga. Students travel from out of zone to access Māori medium (level 1) education. Elsewhere in the education system they would be able to access a daily transport subsidy to do so:
[https://www.education.govt.nz/school/property-and-transport/transport/maori-medium-school-transport/#:~:text=Funding-,Eligibility,iwi%20or%20Wharekura\)%3B%20and](https://www.education.govt.nz/school/property-and-transport/transport/maori-medium-school-transport/#:~:text=Funding-,Eligibility,iwi%20or%20Wharekura)%3B%20and) This is a Te Tiriti issue where Māori students are enabled to access kaupapa Māori education. Students travel to Ngāti Kotahitanga from beyond the zone boundaries, and parents rely on carparks near the school to be able to collect their tamariki. Our whānau are committed cyclists and would suggest an alternative is that the cycle lane and road merge very visibly (green stripes) for this stretch of Riddiford St, and a speed limit of 30kph is imposed. I.e. single lane, with carparks remaining for school parents. It is not the only part of Wellington where the road is so narrow that one lane will be a necessity and so it is a good opportunity to practice doing this safely for all. In gratitude for the cycle lanes and your careful community consultation

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

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

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

Feedback

178

NAME: Karen	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Moderate importance

Feedback

179

NAME: Bridget Hargreaves	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Don't know
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?	Very 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:
 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?
Not important	Important

Feedback

180

NAME: KM	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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

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

181

NAME: Angus	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

182

NAME: Jack	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Everything being done is making it near impossible for service drivers/delivery drivers to do our jobs. Loading zones/general parking is scarce as it is. We have parking wardens chasing us, the minuscule amount of loading zones being taken by general public. You are making an already difficult job unnecessarily hard. PUT MORE LOADING ZONES IN.

Thinking about the proposed changes and the different ways 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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

183

NAME: Michael Smyth	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 proposal is stupid and 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?	Negative
Using the bus?	Positive
Riding bikes?	Very 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:

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

Feedback

184

NAME: David Cadman	SUBURB: Thorndon	ON BEHALF OF:	ORAL SUBMISSION No
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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:

I think that changes like this are long overdue, and that a paradigm shift has to occur if Wellington is to future proof itself against urban density needs. However, I believe that if this is to be achieved, cycling needs to be considered a legitimate form of transport, rather than a privilege. This means that cycling quickly through the city needs to be facilitated. One concern I have are the points where cycle lanes pass through bus stops. I realise this is a compromise, but Kiwi pedestrians are oblivious enough to bikes and wander across bike lanes thoughtlessly. The ultimate goal should be for bikes to be able to move as uninterrupted as cars.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	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

185

NAME: E	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:

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

186

NAME: Karl Fontaine	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION
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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 hospital employee who uses the Mein St intersection 8 days a fortnight at least, the current layout works fine for drivers who follow the law and are aware to check their blindspots. The criticism is mainly from those who don't want cyclists on our roads 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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Neutral
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very 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

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

Feedback

187

NAME: Susan	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

188

NAME: Andrew	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

189

NAME: Que	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Not many people bike that much won't make a difference if you add a bike lane and take away car parks.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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:

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

190

NAME: Sylvie	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Real cyclist have been cycling for years way before the concept of these lanes were thought of. There is no need to mess up the road for the lane to be empty most of the time. Have a look at the weather in wellinhton. Also will they be charged?? For using the lane or will it just be tax payer money?

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

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
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Not important

Moderate importance

Feedback

191

NAME: Jackie Foster	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very 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

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

Feedback

192

NAME: Connor	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This looks really good on paper and in theory, practically its not the best solution. This will increase traffic not decrease it. If your aim is to get less cars on the road, fine. But catering to a minority when the majority is getting worse traffic flow is benign and lacks understanding. If anything this will reduce car owners in wellington by a miniscule fraction. Not to mention that the increased time spent at a standstill in traffic due to these changes will increase carbon emissions. This proposal is not well thought out and is only a bandaid solution and not a fix for the whole problem. The city and roads are too cramped as it is now, and dividing the very limited roadspace is not logical. Reduce the number of useless islands and since cyclists don't use the sidewalks (which is just crazy since its way safer than having them share the roads with the most dangerous vehicles) the width can certainly be reduced.

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

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

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?
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Not important

Moderate importance

Feedback

193

NAME: Ian Harcourt	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Road users (including me) have got into habits about how they approach intersections, which lane they need to be in and so on - changing the road layout requires us to change our habits, so any new road design needs to make changing those habits as safe and easy as possible. I don't think that the introduction of the Mein St to Adelaide Rd bus lane has met this standard. In particular, there should have been much clearer signage for drivers who are heading along Riddiford St towards the Mein St/Hall St intersection and who effectively need to merge from two lanes down to one; and clearer signage at the Riddiford St/main hospital entrance lights to give guidance to drivers who will soon be wanting to turn left into John 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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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:

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

194

NAME: Paula Daly	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	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:

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?

Very important

Feedback

195

NAME: Bethany Miller	SUBURB: Kingston	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 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:	
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

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

Feedback

196

NAME: Stefaan Janssens	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

NAME: William Smith	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 movement of the loading zone from outside BATs will lead to injuries and accidents. There is already issues loading there as it is. Moving this will mean heavy set and technical equipment would need to be carried a longer distance. This is a poor idea.

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

Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	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

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?
Not important	Moderate importance

Feedback

198

NAME: Kimberly	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 removal of free parking and addition of a bike lane/bus lanes on Riddiford street in front of the hospital is the most ridiculous change. Patients are not going to bike to the hospital and you have removed a lot of free parking /parking in general. It is already difficult for people to find a park for the hospital and realistically it is not feasible for sick patients/pregnant women etc to "cycle" to their appointments. You've now congested further an already busy area. It's also very dangerous for cyclists and cars having to cross the bike lane to get on to Mein st with the road changes. Poorly planned and produced.

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

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	
Living in the area?	Neutral
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:

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

199

NAME: Diccon Round	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a better connected and cycle friendly city. This plan is a step in the right direction. I would love to live in a city where it was safe/safer for my children to 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:

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	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?	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

200

NAME: Lochlin	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
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?

Low importance

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

Important

Feedback

201

NAME: No	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
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:
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?
Not important	Very important

Feedback

202

NAME: Ed Turnbull	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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

Feedback

203

NAME: Anke	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Many people don't realise that the current solutions involving recycled plastic materials are only temporary, to allow the community to trial changes and allow for adjustments. The final look will be more solid and "better looking". I'm very happy with that approach. It's a great approach to allow for feedback based on real experience.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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

204

NAME: Nina White	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 really supportive of these proposed changes. Particularly the changes at the Mein St intersection, keeping the parks outside urgent care and creating two way bike lanes on the central median of Kent/Cambridge. I'm a cyclist and navigating Kent/Cambridge heading towards the basin is the scariest part of my commute. I think this solution will help a lot. I have used the completed Riddiford st section and have found it great - I can be more relaxed riding in a cycle lane separated from cars and they don't have to be stressed trying to navigate around me - better for everyone!

Thinking about the proposed changes and the different ways people use the area, 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?	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?	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

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

205

NAME: Paul Dalley	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 it's good to change the Riddiford section at Mein street. The current "crossover" with traffic is terrible.

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
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?	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

206

NAME: Luke	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

207

NAME: Sebastien Perry-Dumarquez	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	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:
 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	Moderate importance

Feedback

208

NAME: Christian Williams	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	Positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

209

NAME: Steve Bielby	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Visiting a business in the area?	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

Feedback

210

NAME: Dan Smith	SUBURB: Seatoun	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 transition between end of bus stop riser and john st corner creates conflict with turning motorists. There is also a right arrow on the road which is confusing for cyclists wanting to continue straight ahead to the basin reserve. Sometimes also a car parked in cycle lane and risk for visually impaired commuter pedestrians on raised bus stop edge. Better signage required to inform cyclists and drivers of how to handle the turn.

Thinking about the proposed changes and the different ways 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?	Don't know
Working/owning a business in the area?	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:

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?
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Feedback

211

NAME: Rosie Morrison	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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:
 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

Feedback

212

NAME: James kinsella	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle lane is a vital artery in the cities vision for improving active transport and public transport. The narrow minded self interest of some business (some with very obvious reasons for pro-car bias) based on very little more than fear and anecdote on the route should not compromise the overall benefit this will bring to the city especially as a vital link from southern and eastern suburbs towards town and many towards the hospital. The route should at every decision properties vulnerable road users such as bicycle lanes bypassing traffic lights if safe and having give ways across bike/bus lanes rather than expecting bicycles or buses to be the ones to always give way to make the route a success from those it is meant to serve

Thinking about the proposed changes and the different ways people use the area, what 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

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

213

NAME: Logan O'Driscoll	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Low importance

Feedback

214

NAME: Katie Mattera	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Just cannot voice my support for thesela

Thinking about the proposed changes and the different ways people use the area, what 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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	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

Feedback

215

NAME: Blaise	SUBURB: Other	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:
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:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Negative
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:
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?
Not important	Very important

Feedback

216

NAME: Benjamin Fabish	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

217

NAME: Fergus Bassett	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 lane into Newtown seems dangerous when passing the hospital. As a driver turning left onto Mein st requires crossing the cycle lane, with little time to check for cyclists and the bollards also make it hard to see them. The turn is a bit sudden and confusing so I can imagine drivers using it without checking first - I would be cautious cycling there

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

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

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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Very important

Moderate importance

Feedback

218

NAME: Mike Mawdsley	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Preference for continuous single direction cycle way on both sides of basin reserve. Turing and U-turning traffic across the median will make dual direction cycleway unsafe, entering and exiting dual section will be slow.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

219

NAME: Max Spooner	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycleway will make an incredible improvement to my daily commute. Looking forward to it being finished.

Thinking about the proposed changes and the different ways people use the area, what 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

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

220

NAME: Annie Sansom	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

221

NAME: Steven	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 It is caused congestion, blocked off a number of car parks, made it dangerous as there are a number of cars unsure where to go due to poor signage of the new route. The foot path is dangerous when you are getting on and off a bus as the cycles go right next to the bus doors. All surrounding streets that used to have parks available no longer have parking. Weekends have seen huge delays due to the number of cars trying to find parks for the markets

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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:
 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	Low importance

Feedback

222

NAME: Sam Baker	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways 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?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Negative
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:
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?
Important	Important

Feedback

223

NAME: Polly Griffiths	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Make sure physical protection for lane swaps. Not clear why bus lanes go permanent on cambridge terrace.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

224

NAME: Adam Cheney	SUBURB: Wadestown	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

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

225

NAME: rachel cooper	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

226

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Beth Goodwin	Newtown	An individual	No

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 like the separate lanes, they make me feel a lot more confident about biking at night as the street lighting isn't great near the hospital. I encourage solutions that maximize bus and bike usage, ideally not sacrificing one for the other - they are both crucial to address climate change. I think the little protected piece at Mein St junction where the cycle lane crosses the car lane doesn't work though, I think the inconvenience to cars is too great. There might be other ways to protect cyclists there like flashing light if cyclist is coming (eg like the Petone offramp).

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
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:

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

227

NAME: Jon	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Better enforcement of parking infringement. Cycle priority lights at the main street intersection

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

Walking in the area?	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:
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

Feedback

228

NAME: Petra	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?	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

Feedback

229

NAME: L Kwapisz	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
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?	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?
Not important	Very important

Feedback

230

NAME: James Gray	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

The footpath is so wide that the cycle lane could of just been incorporated into the footpath

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
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?	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

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?
Moderate importance	Very important

Feedback

231

NAME: Nick Penfold	SUBURB: Paparangi	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	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?
Not important	Moderate importance

Feedback

232

NAME: Greg Murison	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 changes. Making cycling safer and public transport more reliable are key measures to improve the livability of Wellington. Without these changes, it is hard to see how land use changes proposed could be incorporated into the Newtown area. I would like to see this project and other Paneke Poneke projects implemented quickly.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

233

NAME: Clare O'LOUGHLIN	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 implemented to date have already made cycling in Newtown much safer. If the cycle way was complete I would be able to cycle with my children to their school and on to the hospital where I work at the minute it is so much to dangerous for me to contemplate doing this. It would have a huge positive impact if the cycle way was completed.

Thinking about the proposed changes and the different ways people use the area, what 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?	Neutral
Visiting a business in the area?	Neutral
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?
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Very important

Very important

Feedback

234

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Marina Macfarlane	Mount Victoria	An individual	No

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

These include traffic resolution TR173-22

Oppose

Please provide any comments here:

Can there be the option to have shared bike and bus lane on either side of Adelaide Rd with the existing clearway times in place so that some parking for businesses can be maintained. The parking could be made shorter term to discourage commuter parking and support access to business. Is there any consideration to have bike lanes put on side streets? The new bike lane outside the hospital makes turning into Mein St feel dangerous for both cars and bikers

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	
Living in the area?	Neutral
Working/owning a business in the area?	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:

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?
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Low importance

Important

Feedback

235

NAME: Brad	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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:
 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?
Not important	Low importance

Feedback

236

NAME: alexia askari	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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:
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?
Not important	Not important

Feedback

237

NAME: Nicole Askari	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current changes are extremely dangerous and I have already witnessed two crashes as a result of them

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	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:

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

238

NAME: Melissa	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 section of road close to Countdown does not allow cars to safely change lanes to turn into John street. There is not enough road length to change lanes, especially in peak hour traffic. This is dangerous for cyclists who need to watch for buses and cats who only have about 50m of road where the bus lane ends.

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

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

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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Very important

Very important

Feedback

239

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mark	Newtown	An individual	No

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 use this route everyday to get to and from work in all kinds of weather. About every week and a half someone will open a car door on me, a motor vehicle will cut across me at an intersection or a car will pass too close for comfort. Sometimes this makes me question whether I should be riding at all. I think the great thing about the changes is that they will make cycling safer and more attractive both for existing cyclists who know they are taking a risk (and question why they are doing it) and would-be cyclists who don't want to take the risk with our current lack of infrastructure. The number of cyclists will grow which is good for them health wise and good for people who need to rely on cars and can't cycle or bus as there will be less traffic on the road. Anyone who has travelled in a car on a Saturday morning in Wellington will know that if the city is to become more densely populated that the one car per adult in the household model we are currently set on is not going to allow for a mobile, liveable environment.

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

Walking in the area?	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:

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
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Feedback

240

NAME: Jo	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 changes to encourage people to travel on public transport and make cycling a safer option to get around our city.

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

Walking in the area?	Neutral
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?	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

Strong support for the plan

I strongly support the proposals outlined in the Newtown to City project.

This is a main transport corridor from the Southern and Eastern Suburbs into town. We shouldn't prioritise parking over the movement of people along Riddiford St, Adelaide Rd and Cambridge/Kent Terrace. The Council should be doing everything it possibly can to encourage people out of cars and into public transport and active modes of transport. Bike and bus lanes are climate action. Current and future generations will thank you.

I live and travel through Newtown, on bike and foot, in buses and by car. My first choice of transport will always be my bike. It's more than an efficient mode of transport. It's great for reducing emissions. It's also great for my physical and mental health, if only it felt safer. Because it really does feel like I'm putting my life on the line every time I go out on two wheels. I'm really encouraged by the cycle lane that has been built on Riddiford Street from Mein to John Streets. I strongly encourage the Council to follow through with plans on this project and other projects that will offer connected, continuous cycle paths around the city and suburbs.

Improvements to the Mein and Riddiford Street intersection

The current design of the Mein Street intersection is far from ideal, for cyclists and cars. Traffic in the left lane should be able to travel past the hospital and turn up Mein Street. I'm encouraged by the proposed changes to this intersection that relocated the bike lane to the left hand side of the road. I also support providing those on bikes with an early green light to travel straight through the intersection into Newtown before other traffic.

Hospital parking

In terms of parking around the hospital, does the Council have data the impact the removal of parks on Riddiford St outside the hospital on the availability of parking on hospital grounds? I have heard people complain that there often isn't a park available in the underground park, for example. While we should be encouraging those with appointments and those visiting the hospital to travel using public transport, this isn't always a viable option. If there is pressure on the public parks on the hospital grounds, I would support extending the time-limited parks on the hospital side of Mein Street all the way up to the top of the Mein Street hill.

Bus lanes

Given the number of cars I see travelling in the new bus lane on Riddiford Street, people are either confused about how the lane operates, or are choosing to disregard the rules. The signage could definitely be improved (make it bigger, and make it clearer that it is a bus lane 24/7). Can it be painted green all the way down? We also need effective enforcement of the bus lane by the Council (I was disappointed to read that the Council was wiping the tickets issued so far – what message is this trying to send?).

I'd also prefer 24/7 bus lanes down Cambridge and Kent Terraces. At the very least they should operate until 9:30 am on weekday mornings, for those who drop their children at schools and then catch the bus into town.

Basin Reserve

The connection between the Basin Reserve and Adelaide Road for those on bikes should be clearly marked. Most cyclists access the centre island from the right-hand northbound lane of Adelaide Road. This is not currently marked as being available to cyclists.

Cyclists should be able to travel on the footpath around the Basin Reserve when the Basin is closed for setting up and holding events.

Feedback

241

NAME: Dylan	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Ideally I would like a bike path separated/protected from the road. This would be much safer and more attractive to potential cyclists. I am just getting into to cycling so have not used this route yet and am not sure how realistic this would be for many streets but it would definitely encourage me to cycle more

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

242

NAME: Emile J	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Stop fucking around and ease the traffic. Build another tunnel and stop wasting money

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

243

NAME: Salil Khasnis	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 supportive of creating safer, faster cycle routes across the city which in turn encourage more people to consider cycling and commuting on bike as a valid choice. With regards to the Cambridge Terrace portion of the cycleway, I am supportive of closing the U-turn spots so that cyclists can use the cycle lanes without worrying about cars wanting to make a quick U-turn through the cycle lane.

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

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

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?
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Very important

Very important

Feedback

244

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris Owens	Te Aro	An individual	

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:

While I support the changes, I believe a continuous cycle lane throughout Riddiford is important for safety. I don't like how cyclists have to move to the right while motorists to the left to accommodate left turning traffic. This also applies to the northbound lane after the bus stop where general traffic merges with cyclists. These are hot spots for risk. Ideally, cycle lanes should be continuous without such breakages.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

245

NAME: Elena	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Support the amendments to main street intersection. The current installation is unsafe for cyclists and is creating unnecessary congestion. Suggest bus lanes along Riddiford street are better signposted (advance warning) and only apply at peak hours.

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

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

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	Important

Feedback

246

NAME: HanLing Petredean	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

247

NAME: Isabel	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

248

NAME: Esther	SUBURB: Karaka Bays	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
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?	Positive
Visiting a business in the area?	Very 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

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?

Important

Feedback

249

NAME: New Crossways Community Trust	SUBURB: Mount Victoria	ON BEHALF OF: New Crossways Community Trust	ORAL SUBMISSION No
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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:

We fully support this project. Making it safer for commuters, bikers and walkers and ease of movement for buses will help us on our climate change journey. Helping to reduce emissions, encouraging active modes of transport and creating a better environment and safer streets for everyone.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

250

NAME: Asia	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 make more cycle lanes! I literally just want to cycle into town without fearing for my life. Is that so much to ask? It sounds like some people are upset about making cycle lanes, but they are literally life savers. My only form of transport is bus or bike, and biking is SO scary - I have had cars actively try to harm me, and threaten me online. The wellbeing of the planet and its people will always be more important than anything else. I would kiss bike lanes if they had lips. It's shocking that there isn't a cycle lane from Newtown to the city already. Also, I'm way more likely to enter shops and support businesses if I'm on a bike. If people dislike cyclists, shouldn't they be happy about a separate lane to keep them out of the way? Please, please, please finish the bike lane! Thank you.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

251

NAME: Sarah Rogers	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

252

NAME: P	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

253

NAME: JD	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
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?	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

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

Feedback

254

NAME: Megan Hubscher	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

255

NAME: Ishwer Ranchhod	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

256

NAME: Eliza Prestidge Oldfield	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Strongly support removing the parallel parks outside Newtown school - as a parent at the school I'd far prefer to see a safer environment for kids walking and biking than retaining parking.

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

Walking in the area?	Very positive
Using the bus?	Very 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?	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

257

NAME: Grace	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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 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

Feedback

258

NAME: Kerin Moriarty	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Effective and reliabke public transport needs to be prioritised over dedicated cycle lines in Wellington. Cyclists are a very small portiin of the population and recent year increases in vehicle traffic is solely down to the unreliable nature of public transport. To get people out of cars, have enough reliable bases and you'll free up heaps of space for bikes too, without the need for expensive divisive cycle lines.

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

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
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Not important

Very important

Feedback

259

NAME: Svend Hansen	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

260

NAME: Rachel Hansen	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
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

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

Feedback

261

NAME: Sharon beattie	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
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:
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

Feedback

262

NAME: livi	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?

Very important

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

Very important

Feedback

263

NAME: Ben	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 I get that biking is good but for trade staff and other jobs that require vehicles these changes are becoming problematic and in some case hazardous

Thinking about the proposed changes and the different ways 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?	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:
 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?
Not important	Not important

Feedback

NAME: Paige	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 city council are clearly delusional. We're not going to become a city of cyclists, but have traditionally been great users of public transport. We were until the bus system was changed a few years ago and outsourced to a company who's only interested is making money. The services are unreliable, late, cancelled and they treat their staff poorly with split shifts. If anything the changes have pushed us towards cars. I often have to drive my kids because busses are cancelled. Our weather and hills are not condusive to cycling, the regular cyclists are mostly white middle class people, who incidentally all have cars too and drive when the weather is bad!. Wellington needs more bus lanes that are functional during peak times. Cyclists can use these too- but the bus will be useless with the terrible service currently being delivered by whichever company currently has the contract. The council should be getting tougher on the service provider to make sure they are an attractive employer and to ensure the service is delivered so we can actually use it. Taking car parks away from around Newtown is just stupid. My brother had to drop my mother with chest pains at A&E because he could not find a car park. The Newtown community need short stay parking for the school and local businesses. The local businesses need short stay car parks to survive and 3 car parks for the SCL is pathetic. Have the council even bothered to find out how many people at any time slot have appointments? It's more than 3 - I know from experience. When will this council stop pushing an agenda that they don't even live by themselves (do all your staff + councillors take the bus or cycle to work every day? Do the cycle to the supermarket for the weekly shop? Do they take several busses across town for an 8.30 start football game with 2 kids and a bag of balls?) I'd like to see them all walk the talk and show us how with our weather and current transport system we can feed our families, take kids to sport and get loved ones to and around the Wellington hospital either on a bike or on a bus, esp if Granny is 90 and and can only walk a short distance. Maybe then you/the council will implement a realistic strategy to get us out of cars

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

Walking in the area?	Very negative
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?

Not important

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

Important

Feedback

265

NAME: Leon davidson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like how as a cyclist I am separated from the cars and buses. One problem is the hospital exit where cars push into the bike lane and wait for a break in the traffic. Cars are also taking a short cut through hospital to get on to Mein street. As a car driver I have reduced my use as the traffic backs up - am taking the bus more and love the bus lane. This will stop when they remove the half price fares. Can't wait for the whole bike lane to be completed.

Thinking about the proposed changes and the different ways people use the area, what 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?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

266

NAME: Molly	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

267

NAME: Philip Cleaver	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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:
 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

Feedback

268

NAME: Jo Lonsdale	SUBURB: Brooklyn	ON BEHALF OF:	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

269

NAME: S robinson	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Love lots of the new cycle way but the merge before Mien st feels unsafe in its current design.

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

Walking in the area?	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?	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

Feedback

270

NAME: Ian Welch	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ride the completed section and it makes cycling much less stressful and activity. I value the separation it also provides between pedestrians and the busy road. It's something to be proud of creating.

Thinking about the proposed changes and the different ways people use the area, what 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?	Neutral
Visiting a business in the area?	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

271

NAME: Callum Riach	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Removing any car parking or private vehicle lane would be an exceptionally backward move. As the city continues to grow in population it is unrealistic to expect that private vehicle use will decline, at best this will stay the same. Also, as electric cars are now set to be the dominant if not only mode of private vehicle, the argument that removing private vehicle infrastructure will reduce carbon emissions holds no wait. Thank you for reading my submission.

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

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

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?
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Low importance

Low importance

Feedback

272

NAME: Craig Lewis	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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:

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

273

NAME: Violet chong	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	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?	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

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

Feedback

274

NAME: Tyrone	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

As I understand it, these are interim changes. This would suggest further infrastructure changes in the future to complete the "vision". I struggle to maintain faith that the council has thought through the proposed changes thoroughly enough that this interim infrastructure won't be ripped up or amended in some way later on. Cited as an action taken partially to combat climate change, I once again struggle to see this as any more than virtue signaling. It's a paradox to lay infrastructure on the basis of climate change and carbon reduction, only for it to be inevitably removed/modified in the future; sure as hell construction and it's subsidiary supply chain isn't carbon neutral. Would it not be better to come up with a permanent solution, that genuinely improves accessibility to sustainable transport options, without being at the detriment of essential roads? Why not create additive infrastructure that improves all means of transport? There's a lot of vertical real estate along this route.

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

Walking in the area?	Neutral
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?	Very 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:

Very 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?

Moderate importance	Moderate importance
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Feedback

275

NAME: Kit withers	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Buses have priority over bikes

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

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

Moderate importance

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

Very important

Feedback

276

NAME: Daisy Cadigan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

277

NAME: Jerah	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 in Newtown to go to the hospital is already impossible and you have now made this a lot worse and not to mention all the businesses that will also be affected by this

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

Walking in the area?	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?	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

278

NAME: Michael Burn	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
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?	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

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	Low importance

Feedback

279

NAME: Mike Nyland	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

280

NAME: Harriette Mangin	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

So pleased the rollout will continue. I have a sister that won't stay to cycle (from Newtown) without a full protected/separated cycleway. Pleased that voices of individuals aren't being drowned out by a few businesses. People are the future, businesses will need to change to adapt but evidence shows pedestrians and cyclists bring business. Great work, keep it up. I am so excited to have a nearly complete safe cycle route (near zoo to Stout St) to my work.

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

Walking in the area?	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?	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

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

281

NAME: Rowan Barrie	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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

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

Feedback

282

NAME: David Bowers-Mason	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 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:

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

Feedback

283

NAME: Melanie McGrath	SUBURB: Brooklyn	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:

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:

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

Very important

Feedback

284

NAME: Melanie Hamilton	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

285

NAME: Margaret Anne Jeune	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I feel that you have made an effort to make change changes when necessary after consultation with those affected by the planned changes to the cycle route to Newtown. I have witnessed the current cycle route through Newtown. My main concern is the current bus stop outside Wellington hospital. It is very dangerous as passengers can be run over by cyclists who are between them and the hospital. The hospital should be easily accessible.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	
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:

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

Feedback

286

NAME: Camilla	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current bike lanes are badly designed and unsafe. I have seen many occasions of cyclists not even using them and still using the main road. I support the idea of a bike lane but propose an enclosed centre bike lane that doesn't impact parking. Something safer for cyclists and less disruptive to already struggling businesses in this area.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very 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?	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

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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Moderate importance	Important
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Feedback

287

NAME: Michelle Christie	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

288

NAME: Kel	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Positive
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?	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 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?
Moderate importance	Important

Feedback

289

NAME: Nathan	SUBURB: Paparangi	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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's interesting to think that the idealistic dream of zero emissions, is falling into place. In all of the wrong ways. Judging by the inflation of house prices in the outer suburbs seems to indicate that many people travel various distances from home to work every day and to suggest that people walk or cycle as I have been told via a council reply on Facebook, is absolutely ludicrous. The public transport system through Wellington is absolutely horrid and unreliable, and cycling more than an hour through the lovely (absolutely horrendous) weather in Wellington just seems unviable. Driving people out by raising the price of car parking, and pushing these idiotic ideas of a car free Wellington does exactly that, makes people want to leave. You're not pushing the cars out but everyone who works in the city and live out in the suburbs. The city has become an undesirable place as a whole and by making these changes, the only people it really benefits are those who can afford to live close by, and who don't need to travel by necessity. Stop making changes to the road layout, and start making changes that actually make Wellington a desirable place again.

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

Walking in the area?	Negative
Using the bus?	Negative
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?	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:

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?
Not important	Low importance

Feedback

290

NAME: Rob Neilson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

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	Important

Feedback

291

NAME: Amanda Berkahn	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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	Important

Feedback

292

NAME: David Laing	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 used to cycle commute to the hospital everyday, and this section of my route was always the least pleasant. Cars that screamed past, with minimal passing distance were intimidating. And I was always unsure whether turning vehicles (either into or out of entrances) had seen me. It's important to encourage people of all levels of skill to use sustainable transport options, and a key factor is making them feel safe. This project will make many more people feel safe to use sustainable transport to get to and from work and school. Furthermore, 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:

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?	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

293

NAME: Teresa Maguire	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

294

NAME: Jasmine	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

295

NAME: glenn pitcaithly	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 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.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

NAME: Isabella Cawthorn	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Riddiford Street continuous bike lanes pls. 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 ugh. 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. Come on folks, use that smart city goodness! Painting the whole bike lane green would reduce illegal parking too. I support moving the southbound bike lane to the kerbside by Mein. 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 prevent general parking.

Adelaide Road Begone, median strip! It's great to reallocate street space from parking to protected bike lanes. I would like raised pedestrian crossings at side streets to improve walking, and calm turning traffic. Do it already. Why on earth are we not doing continuous protected bike lanes? Tell Waka Kotahi we need to redo that intersection at the north end of Adelaide Road. If we can't do that RN, please improve the legibility of the connection between the Basin and Adelaide Road. People biking currently access the centre island from the right-hand northbound lane of Adelaide Road. This is not marked as a thing you can do, so newbies will struggle. Adding a marking would help make the connection clearer. Please ensure the existing route through the Basin Reserve is available 24/7, ie minimise disruption to people moving that's caused by events 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. Kent Terrace Mark the bike lane across the Courtenay / Kent Terrace intersection with continuous green paint to make it really, really obvious. LEDs?! 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 bikes/scooters will all have an impact. As the path is 2-way, avoid allowing any traffic to cross this bike lane while bikes/scooters have a green light. Bus improvements I emphatically 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. 24/hr bus lanes please! It's rubbish to have 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. It'll only encourage people like Gazley to think they can keep pushing the city around, and sends a bad signal to the public that these things should "only be done if". Treating PT lanes as 'peak hour' needed is daft. 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 office-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; this should be done really firmly and with decent Parking Plans. The "people-friendly streets" dimension of a quarter-hour paradise would be gold for Newtown, and there should be a fund or similar for neighbourhoods to trial low-traffic neighbourhoods to help kick this along. Council should be **very** cautious about anything that backslides on the Parking Policy and the sustainable transport hierarchy 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:

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?	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

297

NAME: Ellie Clayton	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current platforms at bus stops are really dangerous - when you're biking on top of the platform, you can't see where the ramp down to the street is (as it only covers about half of the width of the platform). I think it would be really easy for someone to bike off the platform edge rather than down the ramp, or ride into the side of the platform from road level. Please make the ramps span the width of the platform, or put up a fence or something to indicate where the ramp is not.

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

298

NAME: Eryn	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Concerned about the merge opposite the hospital where there is the buslane/cyclelane/car lane (3 merges). My concern is for safety of cyclists primarily.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

299

NAME: Alastair Foster	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 will allow cyclists to pose an even greater nuisance and hazard to pedestrians and bus users due to the implementation of a shared path near the basin reserve, and raised bus stop platforms which have proven to be extremely dangerous outside the hospital. The parking changes will cause major stress for residents needing to accept deliveries or tradespeople.

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

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Don't know
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:

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?
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Not important

Moderate importance

Feedback

300

NAME: Lou Strand	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

301

NAME: Murray Hall	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 oppose the "no right turn from Cambridge Tce into Pirie St" and the "removal of the u-turn areas along Kent/Cambridge Tce. Reason: I live in Austin St and use the existing U turn and right turn into Pirie St most days. The proposal means that I will have to drive an extra 1+ km and go through 3 more sets of lights to get home.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
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?	Don't know
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:

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?
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Not important

Low importance

Feedback

302

NAME: Constanze	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Visiting a business in the area?	Very 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

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

Feedback

303

NAME: Christian Hoerning	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a regular walker, cyclist and car driver and I am concerned about the current road network in Wellington which is unsafe and significantly discriminates against pedestrians and cyclists. Better, safer cycling facilities are needed throughout the city, not just along the main routes. However, it makes sense to start with the main routes. When designing the cycle ways, also consider less confident cyclists like school children, and families with children on their own bicycles. In many parts of the city the traffic light phasing and positioning discriminates against pedestrians. It adds significantly to travel times for pedestrians, making walking much less attractive. This needs to be addressed. I don't understand the concerns of small businesses about the loss of car parks and their feared loss of customers. As a walker or cyclist I personally regularly choose to buy at small local shops due to the convenience of proximity, despite the smaller choice and higher prices, when compared to supermarkets and big box retail shops. As a driver it is already much more convenient to go straight to the supermarkets and big box retailers because they provide plenty of parking, have better prices and a greater choice of products. Encouraging more people to walk and cycle should work well in favour of small local businesses, and should more than outweigh any loss of customers from removing car parks to make way for cycleways. As the father of a child with a disability I would like to remind you that not all people are able to use active or public transport. So please ensure that people with temporary or permanent disabilities will continue to find car parking so they can participate in society and get to places.

Thinking about the proposed changes and the different ways 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?	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?	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

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	Important

Feedback

304

NAME: Aaron	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This isn't a project for Wellingtonians. Its a project for Wellington City Council. I feel ashamed to live in Wellington because of the Damage you guys have cost bussiness in Wellington and specifical Netown area. You have removed parking which stops people going to Wellington hospital for follow up appointments, to get to the emergency department, to visit sick family members that are there. Yes they have some parks there but they have no land or space to expand there parking. If I was hurt or injured and I had to get dropped in... I am not walking 10-20 minutes to find the next closet park when I have a heart problem. I can't rely on our crap transport system as it's short staffed and has bad pay conditions. You are rushing into this and spending rate payers money Lile no tommrow. This has created traffic problems and I see it from my office window at the hospital every day! Poor people missing appointments because of the disaster of a cycle lane. You have bussiness inaccessible and now not worth going to town anymore. Wcc can say that the busses arnt there problem and we should all use them but it just doesn't work for that area. The cycle lane does not work in that area. Sit and watch the disaster every day! People nearly hitting cyclists, people having more near misses it's bloody dangerous! The way to fix the shambles is clear ways, it's inexpensive.... And you can keep Parking at times and then it can be a clearway to allow a safe passage for busses and bikes andddd to inforce it I suggest chucking in some sort of cameras

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
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?	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 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

305

NAME: Simon	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Strongly support connected and protected bike/scoot lanes running from Newtown to the waterfront. People need safe choices to be able to get around the city in low carbon ways. Bus lanes are important also as efficient bus journeys will make more people happy to get out of their cars and make bus services more efficient to operate. Sacrificing parking on arterial routes for bike and bus lanes is the right approach. Protecting bike lanes through intersections needs to be included and designed well for the protection of all road users.

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

Walking in the area?	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?	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

306

NAME: Max	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Making it difficult to drive, find parking, transport loads, do trades based or other similar vehicle based service work, transport a family - for the needs of a few bikers.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

307

NAME: Caroline Shaw	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

308

NAME: Mark shaw	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
No park will kill all the business

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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?	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:
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?
Not important	Important

Feedback

309

NAME: Christopher Dudfield	SUBURB: Vogelstown	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:

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:

Walking in the area?	Very 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

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

310

NAME: Isaac	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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's so great! More of this please!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

311

NAME: Kate Day	SUBURB: Berhampore	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 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:

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?	Positive
Living with mobility or accessibility issues?	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

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

312

NAME: Anna	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

We have two small kids and I love when there are separated cycle ways to keep us all safe. I love not relying on a car and although the loss of parking is tricky, a shift to better public transport and better cycle ways is worth it.

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

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Very 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:

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

Feedback

313

NAME: Wayne Oliver	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
stop taking away street parking around town. is killing the already dying businesses.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

314

NAME: Nive	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Neutral
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:
 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

Feedback

315

NAME: Barbara	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 used to cycle a lot but now I'm scared. I look forward to these changes so that I am more confident to cycle more

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	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?	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:

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

316

NAME: Anna-Marie	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Don't know
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	Moderate importance

Feedback

317

NAME: Rachel Cassey	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

318

NAME: Nicholas	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very 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?	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:

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

319

NAME: Bex Radford	SUBURB:	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 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:

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?	Neutral
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	Moderate importance

Feedback

320

NAME: Sumanth Athreya Seshasayee	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
ignore the nimbys, action is needed for safer active transport

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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

Feedback

321

NAME: Phoebe Prescott	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
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?
Not important	Moderate importance

Feedback

322

NAME: Tim Prescott	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very 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

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?
Not important	Low importance

Please forward this submission relating to the proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge and Kent Terrace.

TR173-22

I am the owner of the Kent Terrace land and buildings comprising 48 and 57 Kent Terrace. I am also the majority owner of Rutherford & Bond Toyota. We sell and service Toyota and Lexus vehicles. Your web site shows 'groups we have worked with - Businesses along the route' I (property and business owner) have not at any point been contacted for comment on these proposals.

I STRONGLY OPPOSE THESE PROPOSED ASPECTS AND FUTURE ASPECTS of this TR and cycleway for the following reasons.

Through roads Kent and Cambridge Terrace.

Closing these through roads will simply force vehicles on Kent Terrace into and around the Basin reserve, placing even more pressure on an already heavily congested part of the cities roading and creating the undesirable outcome of vehicles spending more time on the road than necessary to simply get back to Cambridge Terrace.

This change will also force cars into the back roads of Mount Victoria, and place further load onto Tory Street which are not preferred outcomes. Bike lanes across these through roads can be protected and controlled by the placement of give way signs and removing the through road access is simply not required.

No right turn Cambridge Terrace Pirie Street.

This does not appear on any earlier draft designs so is a new alteration. I would like to know why this is deemed necessary as will mean that vehicles will need to continue down Cambridge Terrace until the turning point at Elizabeth Street to then add vehicle load back onto Kent Terrace and/or Mount Victoria through roads. There appears no logical reason for this change.

These changes will have an extremely adverse effect on traffic flows and our business, staff and customers and are entirely unnecessary in my opinion.

Medium Strip.

There is unlikely to be any other situation in Wellington where there is a medium strip (some ten metres wide) where cycle lanes could be incorporated as an easy and comparatively low-cost gain, and without the need to remove parking and vehicle lanes along Cambridge Terrace.

I understand that this use has not been studied to any extent as a viable solution and I note that a recent report by Spencer Holmes, commissioned by Myles Gazley has real merit in retaining the car parks and vehicle lanes along Cambridge Terrace and providing a much safer and enjoyable route for cyclists. Spencer Holmes notes '[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 the 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. This proposal, that is now in the public domain, will have tangible support from Wellingtonians and WCC will be well served to give it their upmost attention.

In terms of private motor vehicles, our current sales mix is around 65% sales of Hybrid and fully electric vehicles, and for example the Corolla and Highlander are now only available in the hybrid format. Toyota NZ are committed to lowering the overall fleet emissions to the point where they are restricting how many non-Hybrid vehicles they sell. Toyotas fleet emissions have fallen from 185g co2/km to 160g co2/km in the last five years and we will be under the 160 mark by the end of 2022. Toyota Motor Company is planning to be carbon neutral by 2050.

Kent Terrace bus lane.

Understand that because of feedback? will not now be 24/7 as previously proposed. This amendment is logical and appreciated.

Tim Prescott



Feedback

323

NAME: Karen Prescott	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

324

NAME: Joe Jones	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Not important

Feedback

325

NAME: Jen	SUBURB: Other	ON BEHALF OF: MTI	ORAL SUBMISSION No
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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:

1 We can have a cycle lane in the center island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc 3 The reduction in parking time to P60 is too short and needs to be at least P120 4 The council has not investigated the full impact to traffic around the Basin and customers of these changes

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

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
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?

Low importance

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

Moderate importance

Feedback

326

NAME: Bonnie Kew	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Parking is still important in newtown

Thinking about the proposed changes and the different ways people use the area, what 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?	Negative
Visiting a business in the area?	Negative
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

Feedback

327

NAME: Paul Simperingham	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

328

NAME: Bex	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Hopeless bike lane outside the hospital and VERY dangerous for cars often in a. Rush to get to A&E and or in a stressed state with a loved one unwell

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

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very negative
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?

Not important

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

Moderate importance

Feedback

329

NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: Cycle 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

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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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



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cyclewellington.org.nz

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Facebook: [groups/cyclewellington](https://www.facebook.com/groups/cyclewellington)

Newtown to City: Cycle Wellington submission

We would like to make an oral submission. Please contact 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.

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

330

NAME: Ely	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 make the separated bus lanes full time. also i am a high school student so it would make it easier to get to school by bus or bike.

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

Walking in the area?	Positive
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?	Positive
Visiting a business in the area?	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?

Important

Feedback

331

NAME: Juno Dyer	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 make the bus lanes on Kent and Cambridge Terrace 24 hours, 7 Days.

Thinking about the proposed changes and the different ways people use the area, what 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

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

332

NAME: Montague Dyer	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

333

NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ride this route several times a week. I strongly support these changes and the transitional approach to see change on the ground as quickly as possible. I will have two secondary school age children travelling to Wellington High School as of next year. I wish they were able to access the benefits of cycling to and from school. Without a route that is safe from dangerous heavy vehicles - this remains impossible. Being able to live more of my family life without needing to use a car is very important to me and my family. Public transport is an option, but the health and wellbeing benefits of riding our bikes is our preference. The already completed section on Riddiford St is excellent, though I would like private cars to be excluded from the left turn lane approaching the intersection with John St. I hope that new traffic light phasing here will accommodate people on bikes better as well as helping buses run more smoothly. I support moving the southbound bike lane to the kerbside as it approaches Mein Street. I support removal of the median strip, and reallocating street space from parking to protected bike lanes. I'd like to see raised pedestrian crossings at side streets to improve walking, and calm turning traffic. We need continuous protected bike lanes. I'm alarmed these disappear at the north end of Adelaide Road. Please improve the design with regards to the Basin reserve and ensure a connection through here is available 24/7. I strongly support creating continuous protected bike lanes on Kent and Cambridge Terraces and converting the turn bays to green space. I also strongly support dedicated 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. 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. I support the changes to parking. These are aligned with WCC's parking policy to prioritise main streets for moving people. Where any special arrangements, new or existing, are made to accommodate parking, please ensure they do not conflict with Council parking policy and hierarchy of uses 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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

334

NAME: Jake	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
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:
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	Low importance

Feedback

335

NAME: Heather	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
To start Hospital parking. Recently did NOT visit because unable to get a park. Spent 45 min in hospital carpark (along with 6 other cars waiting for an empty space. That’s a good use of my time and really good for the environment NOT.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Very important

Feedback

336

NAME: Lauree Rickard	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Very positive
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:
 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	Moderate importance

Feedback

337

NAME: Janet Pascoe	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
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?	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

338

NAME: Cameron	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

339

NAME: Nikite	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
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?	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?
Important	Very important

Feedback

340

NAME: Helen Willis	SUBURB: Karaka Bays	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

341

NAME: Paul Callister	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

342

NAME: Dan Ruck	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have successfully removed parks for the medical staff outside the hospital and the bike lane is confusing and very poorly built. Wellington is cold and wet and rightly or wrongly the uptake to cycling will never happen. The new bike lanes are slowing the city and causing more congestion. Where are the numbers to support this ideals driven spend. Where is the data on current usage on the new lanes. Feasibility studies should be shared with the public. This is siphoning money that could be putting in infrastructure for evs or additional buses. How about fixing the bus schedules and look at better management of our plastics.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?

Moderate importance

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

Moderate importance

Feedback

343

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
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?	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

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

Feedback

344

NAME: Lucy	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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. What is the planned alternative route for cyclists when there is an event on at the basin reserve and access through the basin is closed? 2. Is the bus stop on Adelaide rd on the opp. side to McDonald's staying? It is not shown on the map. It used by large numbers of college kids. 3. Currently cyclists travelling south down Adelaide rd move into the middle slip lane to then move up onto the crossing for the basin reserve. This crossing is used by a large number of pedestrians and cyclists. A shared pathway to access it could easily get congested with increased numbers of cyclists using it. The proposed plan for how this movement for cyclists will be managed to ensure flow is unclear. 4. Improvements to the Mein St cycling merger sound safer than current situation. 5. For this piece of bike network and for future consultations, can the council please tell us what exactly the solutions are for accessible car parks for elderly, ill, and mobility impaired, who may be negatively impacted and potentially excluded from societal participation by the removal of car parks. Eg users of the blood testing clinic on the new Riddiford section opp hospital. And the alternative solutions where other parks will be removed in the future. (Not just mobility parks but car parks in accessible places - that provide easy access to key destinations)

Thinking about the proposed changes and the different ways 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?	Very positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Don't know
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:

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?

Important

Feedback

345

NAME: Jeff Robinson	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Stop removing parks which affect businesses. Public transport & electric vehicles are the future for Wellington so we should be doing all we can to share the road & make it safe for EVERYONE, not the small but loud minority of cycle lobbyists. Get at least one project right before you waste our money on another one. Fix island bay (somehow you made it worse than the abomination cycleway previously

Thinking about the proposed changes and the different ways 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?	How important is it to make street improvements so buses are quicker and more reliable?
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Low importance

Moderate importance

Feedback

346

NAME: Jennifer Hazel	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 existing bike land outside the hospital is stupidly dangerous and a death waiting to happen. No faith any future bike infrastructure will be safer or more efficient. The best changes are the expensive ones - make a good light rail network and ban cars from the cbd.

Thinking about the proposed changes and the different ways 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 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:

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

Feedback

347

NAME: dave	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

Don't know

Please provide any comments here:

As someone who lives in Newtown and gets around on foot, cycle, bus and car I have a few comments. Firstly, I support the cycleways and the incremental improvements (ie replacing the plastic ramps with metal ones). Secondly, I haven't noticed any improvement in bus times as a result of the new bus only lanes but I have noticed a very detrimental impact on car traffic between Newtown and the Countdown. The impact has been so detrimental that I now avoid Riddiford St and instead either use the Mt Vic Tunnel or back streets (eg Rintoul & Hanson) to avoid the mess-which now creates 'peak-like' traffic at most times of the day. My suggestions would be to 1) turn the bus only lanes back into bus only at peak times and 2) remove the strange median thing in front of the hospital that forces all Newtown-bound vehicles (including buses) into the right lane (even the ones wanting to turn on Mein Street) and doesn't allow them back into the left lane to turn onto Mein Street until very near the intersection. That strange median thing forces traffic to merge and then unmerge (eg there are 2 right turn lanes from John Street onto Riddiford) and doesn't appear to add any benefit to cyclists but it does slow 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?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	Neutral

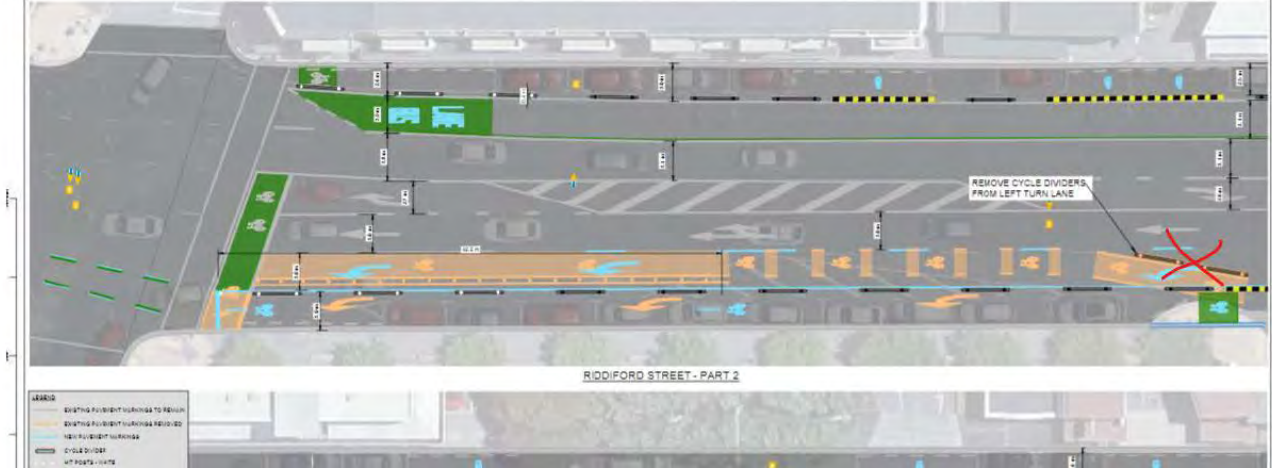
Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

Positive

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

Screenshot 2022-08-11 133458.png

**Traffic Resolution Plan: TR173-22 Newtown to W
(from South t**



Feedback

348

NAME: Aaron	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very 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?	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

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?
Important	Very important

Feedback

349

NAME: Joel Latimer	SUBURB: Morningside	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
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

Feedback

350

NAME: Johnny	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

351

NAME: Josh	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

If the left lane is a bus only lane outside the hospital heading north, wouldn't it make sense in terms of safety to stop traffic turning left onto John street? Because now cars in the right lane who want to turn left can easily knock off a cyclist (blindspot) it's already happened once I know of, and the cars hold up buses and all the cars behind them, it's already pretty bad with cyclists undertaking cars that are turning, almost getting knocked off. Whoever designed this section didn't do a good job designing it, you have tried to fix something that wasn't broken to begin with, it's also made congestion worse. Traffic backs up 3times as Long, Also no consideration was taken into account for people that use taxis and Ubers, for the many apartment buildings there and the motel, there use to be safe spots to stop.

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

Walking in the area?	Neutral
Using the bus?	Neutral
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:

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

352

NAME: Ezequiel	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

353

NAME: Jessica MacDonald	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
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

354

NAME: Sam Hood	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is a key transport arterial through wellington, but is currently very dangerous, provides little reasonable travel choice, and discontinuous opportunities for busy people nor emergency services to travel quickly when they need or want to. A lot of this issue is because rather than this key route prioritising transport, until now it has also been used for (generally) fully subsidized private storage on public land. People can be expected to organise their own land to store their property, but we cant all organise our own corridors of travel - that is why we need communally owned land, and what it should prioritise. On that basis I strongly support this scheme to reduce provision of private storage (carparks) to prioritise the safety and speed of transport, while providing modal choice and encouraging lower emissions and more space efficient modes which benefit everyone. One more specific comment - a cycleway is only as good as its 'weakest link': a single compromised section can undermine the usability of the whole route for many people. Cycleway protection must be continuous the whole way, and Intersections need to be carefully designed to ensure any conflicts between vehicles and cycles are short, slow, safe and visible. The slip lane which has been built across the cycleway on Riddiford street, for eg, is scary and dangerous enough that many people will not ride this route in its current form. Similarly, design and enforcement must ensure no illegal parking in the lane. Directness must not be compromised to achieve this; most people default to travel by their fastest and easiest option. Its great to see this moving forward. Please dont compromise the design to appease a few complainers - compromise often leads to an unusable product which works for no one.

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

Walking in the area?	Positive
Using the bus?	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

355

NAME: Rowan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

356

NAME: Sarah	SUBURB: Worser Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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:

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

357

NAME: Michael Hudson-Doyle	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	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

Feedback

358

NAME: Sharlene Maslin	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 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:

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?	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

359

NAME: Finn Ridley Maslin	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like cycleways. I want more cycleways. I wasn't to have a playground by the cycleways. I want to have a cycleway going to the beach from Newtown. I want the Newtown cycleway to be bigger. When I get to the beach I'll ride our bikes on the bike lane. I want to have fish and chips at the beach. Finn Ridley Maslin, 5yo.

Thinking about the proposed changes and the different ways people use the area, what 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?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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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Very important

Very important

Feedback

NAME: Andrew Williams	SUBURB: Southgate	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

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 likes cycles may first have to cross south

bound motor traffic, then wait to cross north bound traffic. If so, this 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.

Thinking about the proposed changes and the different ways 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?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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

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

Feedback

361

NAME: Alana Oakly	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

362

NAME: Aperahama Locke	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
I think we can all agree that the cross over between bike lane and left turning traffic up Mein St is poorly designed and arguably dangerous, I don't use it and cross earlier as I always used to, shoulda kept it straight.

Thinking about the proposed changes and the different ways 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?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Very important

Feedback

363

NAME: Anthea Moreham	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very 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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

364

NAME: Genevieve Meyer	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

365

NAME: Pravin	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Riddiford St changes are dangerous ie accident waiting to happen. Traffic backs up back to Wallace St due to 2 into 1 lane near Mein St. Difficult to park when visiting patients at hospital. Very disappointed by the lack of thought in designing the cycleway and bus lane. You need to accommodate cars and cyclists but one being at the expense of the other.

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

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

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?
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Low importance

Important

Feedback

366

NAME: Casey James	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

367

NAME: Dave Chowdhury	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

368

NAME: Isabel Kelly	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a cyclist and I love the introduction of a proper cycle route in Newtown. I'm also a driver and have to say that the bit where the cycle lane and road cross over near Mein St is a bit confusing and scary. I wonder if you could add more signage to make it clear to drivers to look left for cyclists if they are planning to get into the left turning lane?

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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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Very important

Very important

Feedback

369

NAME: Jonny Osborne	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Living with mobility or accessibility issues?	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:
 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

Feedback

370

NAME: Megan	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

-Please minimise interactions between bikes and cars/buses e.g. intersections. -Please ensure bikes sharing a space with people have to move at a walking pace.

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

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
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:

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?

Important

Feedback

371

NAME: Geoff	SUBURB: Newlands	ON BEHALF OF: GSW Martial Arts	ORAL SUBMISSION No
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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:

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

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?

Low importance

Feedback

372

NAME: Jack Bewley	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Looking forward to this upgrade, hopefully it will help streamline greater variety of 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:

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

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

373

NAME: Nicola wilson	SUBURB: Maupuia	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 road outside the hospital is dangerous with having to change lanes twice

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

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Negative
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?

Not important

Feedback

374

NAME: R hilliar	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have seen cars avoid the barriers and merge by driving over the footpath to access the left turn lane. Doesn't seem safe to me- as they tend to do it at speed. Perhaps lowering the speed of the area so people are more aware of cyclists as well as putting up a physical barrier to prevent people driving on the footpath could work.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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

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

375

NAME: Cheryl Anderson	SUBURB: Rongotai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Removal of parking and altering roads in Newtown, especially, has made the area less safe. It marginalises elderly people and physically challenged people, as well as caretakers who need to access the hospital. Bikes could use an alternative route around the backside of the hospital that would improve hospital accessibility. The plans challenge families that may not be physically capable of using bicycles in in climate weather to get to/from school. Many of the people who are marginalised by these plans are not consulted because they are challenged to get to meetings or may not have computers and accessibility to online input.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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

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

This submission opposes much of the design in the area of Newtown. The survey asks the questions about the main use of the area but does not include frequent use of the hospital and medical facilities in the area. Besides the hospital, the street hosts the Cancer Society, Blood NZ, hospice, and other medical and social resources for critically ill people and families struggling with these illnesses. Removing parking and accessibility provides one extra layer of burden for caretakers.

I have had a number of experiences personally over the last two years that warrant consideration with regard to changes:

- 1) At a time with no COVID in community and no surges, I was advised by the Healthline and called an ambulance to transport a critically ill patient - infection/bleeding from an outpatient kidney biopsy - then was called back by the ambulance to let me know that I needed to transport the person myself as there would be no ambulance for at least two hours. At the ED, I was told that I had to move my vehicle and find parking, leaving someone in critical condition to find parking.
- 2) Two months later, I took a child to Newtown Medical Center, and was informed that I had to go to ED right away for likely an emergency appendectomy. Again, there was no parking at ED, and I had to try and find a space. Security made me leave ED to move the vehicle, and there was no parking available.
- 3) For 10 months, we went to the hospital once a week for chemo treatments and sometimes more frequently for additional testing, and I could not merely drop the patient at the front door, because there were times that they needed to support to walk. It was only possible to secure a spot in the building if arriving very early, otherwise, I had to leave the patient and then try to find parking outside the area. Stem cell harvesting and transplant involved more frequent visits for the hospitalised person. During a visit, I experienced "road rage" as I waited for someone who had me follow them to their car and signal for their space in the parking lot, and before turning into the spot was threatened by someone that saw the car pulling out - again, lots of volatility of people dealing with the healthcare system. If I had to do this now, it would be infinitely more complicated with reduced areas for parking. Costs of taxis have risen, and there would be no other alternatives for accompanying the ill door-to-door, where bus access does not always match needs and accessibility.

Caretakers experience significant challenges, and these are even more frequent with added burdens in the health care system. A recent report on caretakers indicated a significant decline in our mental health. The lack of consideration for people supporting critically ill people in the Newtown area is reflected in the design. Unwell people are not able to bike to get treatment for a number of diseases and illnesses, and the lack of parking becomes an additional challenge, along with accessibility into the hospital.

Many elderly people who are health-challenged were capable of driving to Newtown area and parking to walk and exercise, visit shops, and often visit family and friends in the hospital. By reducing parking accessibility for the elderly or physically challenged, and those who may not have good accessibility by bus, this proposal marginalises the elderly, while further reducing long-standing customers for local businesses.

My final consideration is for families, where there are several children with different needs and ages, potentially at different schools. We often used the route through Newtown for children at two and three different schools over the past four years. Health challenges that minimise the ability to walk on hills or for long distances, COVID, frequent poor weather, and the general topography of Wellington make it difficult to get to school and doctors and meet all of the needs of families who cannot take bicycles or cannot access buses.

Feedback

376

NAME: Te Kāhui Tapsell	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

377

NAME: Maxine Lee-Johnson	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

378

NAME: Holly Norton	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Rugby street has a cycle lane for bikes going towards Tory street but when coming back the other way the footpath is the only option for bikes due to the one way system around the basin. Which is not a safe way to go for bikes just to get to the left hand side of Adelaide road cycling towards Newtown. Would be great to have a bike lane solution here as there as regular near misses with people using the bike lane in both directions or pedestrians and bikes both on footpaths. Overall love the changes proposed. Great work - great for our future thank you ! As someone who finds driving a car difficult due to my accessibility needs, having safe bike option is so important to my being able to work, exercise, socialise - everything!

Thinking about the proposed changes and the different ways people use the area, what 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?	Don't know
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

379

NAME: lynn dewhurst	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

380

NAME: Bruce Bayliss	SUBURB: Happy Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
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?	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

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?
Moderate importance	Important

Feedback

381

NAME: Michael	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 really like the revised plan outside the hospital. It would be nice if the bike lane somehow avoided the hospital entrance (underpass?).

Thinking about the proposed changes and the different ways people use the area, what 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?	Positive
Living with mobility or accessibility issues?	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

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	Important

Feedback

382

NAME: Florrie (9)	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle ways are rocking gnarly because they are a fun way to do exercise and they help the climate (Florrie aged 9)

Thinking about the proposed changes and the different ways people use the area, what 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?	Don't know
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

383

NAME: Paul	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

384

NAME: Alison Pharaoh	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Need good hospital success for everyone. Cycleways should not Trump this.

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

Walking in the area?	Negative
Using the bus?	Neutral
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:

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

385

NAME: Hannah Gale	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

386

NAME: Cliff Robinson	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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?

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

Important	Very important
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Feedback

387

NAME: Joanna Tarleton	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

388

NAME: Sarah Vidler	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 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:

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?

Very important

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

Very important

Feedback

389

NAME: Jackson Noble	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 proceed with more cycle lanes, especially to the west

Thinking about the proposed changes and the different ways people use the area, 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?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce 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

Feedback

390

NAME: Adam Partridge	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

391

NAME: LM	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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. Turning left from John Street to Riddiford Street in the left hand lane should be clearly marked as for buses, bikes and hospital traffic only. Too many cars speed along the inside lane past the hospital and then cause a traffic jam and a danger to cyclists by trying to force their way in at the end of the lane. 2. The bus lane heading north towards the Basin past the hospital should be more clearly marked as for buses only at all times. It is very dangerous trying to get into the left lane to turn up John Street at the end of the bus lane because of the number of cars driving right along the entire length of the bus lane. This should be enforced and infringements given to those who breach the 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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very 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?	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

Feedback

392

NAME: JV Ramanikumar	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Very positive
Riding bikes?	Don't know
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:

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?
Not important	Very important

Feedback

393

NAME: Suresh Syed	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

394

NAME: John Smith	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

395

NAME: Morgan Parker	SUBURB: Mount Victoria	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:

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

Very important

Feedback

396

NAME: Nicola	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

397

NAME: Jane Byrne	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Visiting a business in the area?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Feedback

398

NAME: Joe Purdy	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

399

NAME: Scott Ryland	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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

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?
Important	Moderate importance

Feedback

400

NAME: Gillian watson	SUBURB: Mount Cook	ON BEHALF OF:	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

401

NAME: Brian Main	SUBURB: Owhiro Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 and loading zones are essential to businesses along this route. Already 3 businesses on the Riddiford John Street Corner have closed and as soon as potential tenants realise the parking and loading zones are being removed they walk away. For this to work there needs to be a change of use from commercial to residential on the ground floor level all along the route.

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
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?	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

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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Not important

Moderate importance

Feedback

402

NAME: Rebecca Downes	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 changes in Newtown have already made a huge positive difference for my commute. I strongly support extending the cycle network through Newtown to the waterfront.

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

Walking in the area?	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?	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

Feedback

403

NAME: Belinda	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

404

NAME: Dancemonkey	SUBURB: Karori	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:

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:

Walking in the area?	Negative
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?

Not important

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

Low importance

Feedback

405

NAME: Sam Gilkison	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

406

NAME: Bill Wilson	SUBURB: Karori	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:

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 INCRESE 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:

Walking in the area?	Very negative
Using the bus?	Negative
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?

Not important

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

Low importance

Feedback

407

NAME: A Porter	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
Working/owning a business in the area?	Don't know
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

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

Feedback

408

NAME: Liam	SUBURB: Mornington	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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's made the road more dangerous. There is no parking now and not enough people cycle to have bike lanes.

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

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Don't know
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?

Not important

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

Moderate importance

Feedback

409

NAME: James Harris	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 Riddiford cycle lane has transformed our family's daily cycle commute. Fast, smooth and safe. The restoration of the carparks at north end of Riddiford St is dangerous - pushes bikes back out into traffic, which annoys drivers and slows cars. Please restore a full traffic lane from Adelaide Rd all the way to Mein 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:

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

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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Very important

Very important

Feedback

410

NAME: G Bahr	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 lanes on Riddiford St are great and I use them most weekdays. They've already improved safety and reduces my commuting time.

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

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

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

411

NAME: HJ	SUBURB: Newtown	ON BEHALF OF:	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

412

NAME: Pip	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

In our household we bike, take the bus, and drive. We see benefits for all three ways we get about from the proposed changes. The changes so far are good. I think a bit more signage could be helpful, especially when there are changes. We also support lowering the speed limit.

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

Walking in the area?	Neutral
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?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

413

NAME: aidy sanders	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bus lane needs cameras in, and the Mein street traffic lights need red light cameras installing, the amount of cars that barrel through a red light there is scary

Thinking about the proposed changes and the different ways people use the area, 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?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

414

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Should not be required	Island Bay	An individual	No

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 WCC needs to stop prioritising cycle lanes and actually listen to public opinion. We want water and sewerage pipes fixed as a priority and do not want it to be made more difficult for cars to be driven into the city. WCC should stop removing car parks and stop charging for evenings and weekend parking.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

415

NAME: Neil Adams	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Honestly it's not a good idea turning the city into a massive bike lane and scrapping lanes for vehicles for cyclists that don't even pay to use the road added to that the sound spent on them isn't worth it there's more vehicles than cyclists not to mention they barely use the cycle lanes already provided added to that they break the law and abuse motorists on the daily so why waste money on them

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very negative
Using the bus?	Very positive
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very negative
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:
Very 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?
Not important	Very important

Feedback

416

NAME: Cat	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current change is very confusing when travelling to the hospital

Thinking about the proposed changes and the different ways 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?	Very negative
Living in the area?	Neutral
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:
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	Moderate importance

Feedback

417

NAME: Stephen	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Very important

Feedback

418

NAME: Murray Grindlay	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very 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

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?
Not important	Low importance

Feedback

419

NAME: Jim Taylor	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are the most undemocratic council that I can remember and you don't listen to people's opinions. Hope you get voted out.

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

Walking in the area?	Negative
Using the bus?	Neutral
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

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	Low importance

Feedback

420

NAME: Kate Hall	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Visiting a business in the area?	Very 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

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	Moderate importance

Feedback

421

NAME: Jason Gush	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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:
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

Feedback

422

NAME: Sadie	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 can't wait for these changes. They will positively impact my personal mobility as both a cyclist, due to safer cycle routes, and a person with a disability meaning that sometimes a car is the best form of transport for me, due to the reduction in congestion when public transport and active transport is supported by infrastructure. Feedback on the completed section: I find the bus ramps great (as a cyclist), and the separated cycle lane also. As a driver and a bus passenger I'd like to see bus lane restrictions better enforced. I had to drive between Mein St and the Basin this afternoon and around 30 or more cars went straight down the bus lane, then forced their way back into the right hand lane at the end of the bus lane, slowing the flow of that lane considerably. There were several buses trying to use the bus lane during that time also. I also feel that, although I find the new cycle lane going South outside the hospital much safer than when there was no cycle lane, it may be less confusing for drivers if the cycle lane stayed next to the curb then a bike only traffic light let bikes go straight through before turning traffic.

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

Walking in the area?	Positive
Using the bus?	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?	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

Feedback

423

NAME: Kirsten Forsyth	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 will be good if the cyclists are still able to cross over to the basin and go through the grounds rather than cycling around the basin. Currently it involves crossing the traffic to get to the cyclists traffic light

Thinking about the proposed changes and the different ways people use the area, 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?	Don't know
Living in the area?	Positive
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

424

NAME: Antonia	SUBURB:	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:

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:

Walking in the area?	Very negative
Using the bus?	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:

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

425

NAME: Emily	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 agree that the end of the bike lane at the Mein St corner going south is very confusing, and unsafe as a consequence. I am almost always on my bike, but occasionally drive

Thinking about the proposed changes and the different ways people use the area, 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?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

426

NAME: Veronica	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a little confused on how the order of footpath, cycleway, bus loading zone will work. In my head it looks like cyclists will need to avoid hitting people waiting for their busses.

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

427

NAME: Laura Callaghan	SUBURB: Island Bay	ON BEHALF OF: Newtown Acupuncture Centre	ORAL SUBMISSION No
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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:

As a private business that works with many ACC funded patients who have pain and injuries, the elderly and also those undergoing cancer treatments and those heavily pregnant etc. Often these patients are driven to appointments, I do feel this layout does not give enough care and importance on those with limited movement can access our healthcare services. The x 3 30 minute carparks at Hall Street are insufficient for the SCL, Newtown Acupuncture and host of businesses around who may need patients dropped off and picked up with some degree of comfort. All shoppers will use these parks.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	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:

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

Feedback

428

NAME: Tom Bennion	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Strongly support changes. Run a law firm and use a cargo bike for around town trips. Safe links north to south for cycling are vital. "[232] Quite aside from the issues of enjoyment, and health and wellness, there is undoubted benefit in moving travellers away from motorcar use and towards walking, cycling (or other small devices) and public transport. The benefit can arise in many ways - eg less road congestion; better road safety; less demand for parking space. " Environment Court decision on Riverlink [2022] NZEnvC 161 (25 August 2022)

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

429

NAME: Brittany	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Not important

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

Moderate importance

Feedback

430

NAME: Catherine Batt	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Strongly support the better bike access/reduced parking trade-off but it's great that the parks outside the after hours near the Basin are being kept

Thinking about the proposed changes and the different ways people use the area, what 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

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

Feedback

431

NAME: Nic	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Very 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

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?
Not important	Low importance

Feedback

432

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Susan Bailey	Newtown	An individual	No

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 now have effectively an expressway through Newtown from Hall Street to John Street. This is not inviting for pedestrians or any small businesses in this stretch of road.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
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?	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?

Moderate importance

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

Very important

Feedback

433

NAME: Darren	SUBURB: Vogelstown	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

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:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Don't know
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?	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

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?
Don't know	Important

Feedback

434

NAME: Geraldine Treacher	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current shared bike and pedestrian pathways on riddiford St at the bus stops are dangerous for everyone. As a cyclist I'm scared that a pedestrian or bus user will step out in front of me without looking and it will be impossible to avoid a crash. It would be far preferable to have a fully separated bike lane.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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?	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:

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?

Important

Feedback

435

NAME: CHeree Ridder	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

436

NAME: Daniel	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

437

NAME: Elly	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

438

NAME: Richard Taylor	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

439

NAME: Frank	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Don't know
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

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

440

NAME: Jono	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current work completed has made traffic come to almost a stand still all day and extending this will only make things work. Getting to the hospital quickly when needed will become dangerous.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	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?	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 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?
Not important	Low importance

Feedback

441

NAME: Tracy	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Raised ramps are working well, happy to have more Need easy and safe bike lanes all the way to waterfront Can bike lane at end of Adelaide Rd continue left into Rugby St bike lane separate to traffic lights

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Negative
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:

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

Feedback

442

NAME: Tegan SW	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

443

NAME: Adam	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
If the idea is to make things safer... why are cyclists and buses now being forced to merge? And not just Newtown oriental Bay, island bay thordon quay to name a few really stupid places to have cyclest and motorists merging.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

444

NAME: Steph	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
How come when its raining or worse, we never see cyclists. Thought cyclists consider themselves staunch. Obviously they cant handle the wet conditions.

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

Walking in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

445

NAME: Andrew Murray	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

446

NAME: Sebastian	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 solution at Mein street is terrible, cars and bikes have to switch lanes while they are going and visibility isn't great. Why not let bike go straight all the way to the traffic light, add a traffic light for bikers and make sure left-turning cars and bikes cannot go at the same time?

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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:

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

Feedback

447

NAME: James	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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:
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

Feedback

448

NAME: Oliver Devlin	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are excellent and necessary improvements to the transport route from Newtown into the city. Our biggest weapon to fight climate change is to get people out of their cars - make a cycling and public transport route that much more enjoyable and safe and it will be a huge success in this regard. It has to be a more appealing option. Build it and they will come!

Thinking about the proposed changes and the different ways people use the area, what 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?	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?
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Very important

Important

Feedback

449

NAME: Annalize Struwig	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

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:

Walking in the area?	Negative
Using the bus?	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:

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

450

NAME: James Mackessack	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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?	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

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

451

NAME: Thomas Gorman	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 while the changes are what is needed for the area, a lot of push-back will come from the lack of public parking in and around that area (Adelaide road as a prime example). I go to a gym on Adelaide Road with classes in the morning and evening with around 40 people per class. A good 50% of them will drive, espically on cold wellington mornings. While we want to promote people using public transport, and cycling the infrastruture and network isnt there to connect people to those places. Where I live, its 7-10 min of walking with a bus ride and will take between 20 - 25 mins total. Its 25 mins to walk and 7 mins to drive. I do not feel comfortable cycling in this city to chance cycling. If we want people to use the buses It needs to be closer to 15 mins for people to opt to take this option. This change will definitely reduce the time to travel up adelaide road but that option is still a 10 min walk and there are already seperated bus lanes (time dependant) so the change may not make that much of a difference. I support the changes but people to get people out of their cars there needs to be a big shift.

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

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
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?	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

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

452

NAME: Sophie cossens	SUBURB: Newtown	ON BEHALF OF:	ORAL SUBMISSION No
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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 in strong support of the proposed bike path. I would say that it is pretty terrifying cycling rintoul st between mein st and Russel Terrace so an extension one day would make this complete. Extending cycle ways across the city is the ultimate goal to encourage more bike commuters

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

453

NAME: Hoani Hakaraia	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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

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

454

NAME: Liam Scott	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	Very 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:

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

455

NAME: Sam	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

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	Important

Feedback

456

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Matthew Searle	Berhampore	An individual	No

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. I ride this route between Berhampore and the Lambton area, 3-4 times per week. At times it is very stressful, especially north from the Basin Reserve. However it is worth it for several reasons, including being able to consistently plan around the time taken on your commute and starting and ending your day with a ride along our beautiful waterfront. Riding along the completed Riddiford St section is a dream and I'm excited to see that continued for the rest of my route. My main areas of concern are along Cambridge/Kent Terrace to allow for easy connection to the waterfront, the pinch where Riddiford meets Adelaide and cyclists are forced back into the main traffic lanes, and the northern end of Adelaide where it's unclear on how cyclists should connect through to the Basin. I'd love to see physical separation everywhere that it's possible and a lot of green paint everywhere else. 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:

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?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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:

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
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Feedback

457

NAME: Kate	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plan. I ride my bike to work most days from Berhampore to the city and it is very stressful, particularly along Kent and Cambridge, and in parts of Adelaide Rd. However I love that my journey time is consistent - this is especially important when you're heading to school or preschool pickup (which we also do by bike - and can't wait for a safer connection through Berhampore to Newtown). The completed Riddiford St section is a delight to ride - I can actually relax a bit along this stretch. I'd like to see an improved connection from the north end of Adelaide Rd into the Basin - I'm a bit baffled about what people on bikes should do here. I'd also like to see lots of green paint used, in the lanes and any cycle boxes - to make it clear that they are only for bikes. And hit sticks along the length of all separated lanes. I'm pleased to see that WCC will work to improve parking in side streets to mitigate the rebalancing of road space on the main roads. Please just get on with building it!

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

Walking in the area?	Very positive
Using the bus?	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?	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

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
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Feedback

458

NAME: Finn Illsley-Kemp	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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:
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

Feedback

459

NAME: Frances b	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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	Moderate importance

Feedback

460

NAME: Kieran Upton	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

1 We can have a cycle lane in the center island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc 3 The reduction in parking time to P60 is too short and needs to be at least P120 4 The council has not investigated the full impact to traffic around the Basin and customers of these changes

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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:

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?

Low importance

Feedback

461

NAME: Susannah	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 completed section on Riddiford St already makes such a difference and feels so much safer (except for the Mein st crossing)

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

462

NAME: Lynne	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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?

Important

Feedback

463

NAME: Alec	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle network needs to be just that, a network. please make sure these individual new cycleways fit together into a cohesive whole. Also remember that people on bikes are totally happy to take routes other than where cars go. If there is an option for a cycleway that isn't simply a safer part of the road (that's still great though) please consider those options

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
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?	Very positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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:
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?
Important	Important

Feedback

464

NAME: V Dogg	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

465

NAME: Barry Murphy	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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:

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

NAME: Patrick Lam	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

My spouse works right near Riddiford and Mein, so it's pretty common for me to bike down there from Kelburn. If I'm not wrong, the paint improvements on Riddiford have already made things better than before, but more remains to be done. Although I am a confident cyclist, Adelaide is pretty bad and I often take the climb up Tasman to avoid it, even though it's a bit of a climb. The current situation with respect to the one-way bike lane on Rugby St is confusing and doesn't promote people doing the right thing. I hope that Adelaide will become more friendly, as it's much more flat than Tasman. I would love to see some segregated bicycle infrastructure on what could be a key through route. In general, I always prefer segregated bicycle infrastructure. It is so much better with something that prevents cars from taking over space that isn't theirs. Parking is a terrible use of limited urban street space, as Wellington's overall plan acknowledges. By the way, on the topic of Kent/Cambridge, I was once trying to cross at Elizabeth, and the fact that there is no way to cross if you're on the north side of Elizabeth is astoundingly poor car centric design. It would be great if you could fix that. It would also be good to make sure the signalized crossing at Vivian is usable from both footpaths. Bus lanes on Kent/Cambridge should also be 24/7. I strongly support this plan, and hope it can be further improved to give priority to people on bicycles and on foot.

Thinking about the proposed changes and the different ways people use the area, what 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

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

467

NAME: Anne Cave	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

The safety of pedestrians has been sacrificed to that of cyclists. Pedestrians are in danger of, and indeed have been, run over by cyclists as they debark and queue to board 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?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
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:

Don't know

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?

Moderate importance

Feedback

468

NAME: Mitchell Smith	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

469

NAME: Jack Yates	SUBURB: Morningside	ON BEHALF OF: on behalf of an organisation	ORAL SUBMISSION No
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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 glad to see these changes coming. Thank you!

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

Walking in the area?	Positive
Using the bus?	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?	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

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

470

NAME: Charlie Woodward	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Cycle ways are vital to enable cyclists to travel safely and comfortably within the city. I thoroughly enjoy cycling and would love to use it as my main mode of transportation but find myself unable to do so as I am constantly in a state of anxiety when riding in traffic. I have had several near misses and one minor accident involving a motor vehicle while on my bike, and know multiple people that have had more serious accidents that could have been easily prevented if there was a designated space for bikes. In addition the number of people like myself, who would choose bike riding over other forms of transport if it were safer, would reduce traffic on the roads and contribute significantly to the carbon emissions goals.

Thinking about the proposed changes and the different ways people use the area, what 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

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	Important

Feedback

471

NAME: Clare Gillard	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 existing section of dedicated, separated cycleway on Riddiford St even for just the short area that has been completed so far. It is a sigh of relief every time I get onto that section as I can be just a little less hypervigilant for that section. It needs extending as soon as possible, as it is still not enough of a stretch of safe cycleway to plan a trip around or entice out other friends of mine with higher anxiety about road cycling, and it is stressful transitioning in and out of short segments like that. Everywhere else that I currently cycle on the road requires an exhausting level of care, as I know I am so vulnerable any time I am on the road - constantly needing to watch for doors opening into me, or cars turning or merging without indicating or checking their mirrors. I am so excited about having comprehensive cycleways, as that route down Riddiford and Adelaide is my main route into the city from my home. Aside from the safety aspects, we all know we can't afford to delay any shift away from fossil fuel transport - we need to promote active and public transport in every way possible. It's irresponsible to watch the West Coast and other areas around the motu flooding and cut off by slips and not put everything we have into curbing our emissions - not to mention the climate disasters going on around the rest of the 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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

472

NAME: Emma	SUBURB: Morningside	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

Strongly oppose

Please provide any comments here:

Unsafe by the hospital, the new changes and lane changes are dangerous for cyclists near the hospital and for pedestrians and car users.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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?

Not important

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

Moderate importance

Feedback

473

NAME: Adam	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:
 1 We can have a cycle lane in the center island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc 3 The reduction in parking time to P60 is too short and needs to be at least P120 4 The council has not investigated the full impact to traffic around the Basin and customers of these changes

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

Walking in the area?	Neutral
Using the bus?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

474

NAME: Anna	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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:

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?
Moderate importance	Important

Feedback

475

NAME: Genie	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very 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:

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

476

NAME: John	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 concerned that there will be a reduced number of car parking spaces

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Important

Feedback

477

NAME: Fleur Maseyk	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 use the new bike lane and consider it a great improvement. The ramps on and off the bus stop platforms were initially not great (the lip of the ramp didn't align well with the platform) but the replacement of these has made it much smoother. The platforms themselves can be a bit slippery in the wet (noted this as a cyclist and bus passenger)

Thinking about the proposed changes and the different ways people use the area, 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?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

478

NAME: Malcolm Bell	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

479

NAME: Yingying Lu	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

480

NAME: Heather Garside	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Clarity of signage and general education about the use of cycle and bus lanes would help, especially when vehicle traffic needs to move into a left lane for left turning (ie. from Riddiford St to turn left into John St. Cyclists will appreciate the separated lanes. Bus passengers need to know to look for cyclists, and people on bikes need to know they will be giving way to bus passengers getting on and off. It's better to have pedestrians and cyclist interacting than cyclists and buses in the same lane.

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

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

481

NAME: Jessie Black	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I strongly support putting in bus and cycle lanes to make low carbon transport more possible. I think further signage and education for drivers as we transition is very important, so that everyone is confident in safely navigating. Drivers especially can be taken off guard by changes to where cyclists are and may need reminders to not treat bike lanes as turning lanes etc. This may be particularly important at the hospital intersections along Riddiford street between Adelaide and Mein streets.

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

Walking in the area?	Neutral
Using the bus?	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?	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?

Important

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

Very important

Feedback

482

NAME: Mika	SUBURB: Kelburn	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 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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

483

NAME: monty	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
I think that the concept is great but more community engagement is needed especially regarding the section outside the hospital. I have heard about cyclists not stopping for people getting on the bus and a good solution from the Brooklyn cycle way is to make the cyclist wait behind the bus.

Thinking about the proposed changes and the different ways 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?	Negative
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?	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:
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

Feedback

484

NAME: Jai	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
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?	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 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?
Moderate importance	Important

Feedback

485

NAME: Charlie Sheppard	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
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:

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?
Moderate importance	Very important

Feedback

486

NAME: Anonymous	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
as someone who lives in Newtown, I don't think this a good idea at all its the right idea its just not the right place for it

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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:
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?
Not important	Very important

Feedback

487

NAME: ren	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
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:
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?
Important	Important

Feedback

488

NAME: Johnny Hannah	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	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:

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?
Important	Very important

Feedback

489

NAME: Hazel	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 it's really important for people to be connected with

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

490

NAME: Rebecca Rombel	SUBURB: Northland	ON BEHALF OF: Wellington High School	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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:

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

491

NAME: Jess McKnight	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	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:

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

492

NAME: Sue Kemp	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 support the principle but not the way it has been done. The way the left road lane suddenly just stops outside the hospital on the way into Newtown is an accident waiting to happen. People who don't know the route come up that way at normal speed then have to come to a rapid halt as there is no signage to indicate the lane is closing. Then people turning right have to cross the bike lane. With electric bikes going as fast as cars, if cars don't look properly or in low light they could miss a bike speeding towards them. The bus lane into the city is confusing - no signs to say when it operates and some people are ignoring it. There is only a very small space to get into the left lane to turn left. Congestion has mounted in Newtown and the feeder roads into it as there is now only one lane through that part of Newtown. Unfortunately cars are here to stay - maybe as EV's in the future and not petrol but it is short-sighted to just remove infrastructure for them and hope they will go away. Also parking - Newtown shops need people to be able to park. I never go there to shop even though I would if I could park. There is ample space in the hospital for a multi-storey with EV charging points on the ground floor. Finally the change in bus routes a few years back don't help. Where once I could get one bus from Strathmore Park to Taranaki Street to work, now I have to change at Kilbirnie which has upped the journey (allowing for changeover) to an hour so I now drive.

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

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

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?
Moderate importance	Important

Feedback

NAME: Regan Dooley	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Public and active transport infrastructure is an investment in the common good. As part of building healthy communities and creating a stable climate, public and active transport needs to become the default way of moving people around urban environments. Politicians need to recognise the opportunity we have right now to build active transport infrastructure that will take us into the future. This is such an awesome & necessary project. I bike to work from Island Bay & when this work is done there will only be 3km left unprotected on my 8km journey (if I also go along the waterfront to Thorndon). That makes a profound difference to my levels of safety & comfort. The short section of protection on Riddiford St is already great & just shows what can be done cheaply & quickly. It ain't just about me & other commuters though. By connecting Newtown & the waterfront you will also encourage heaps more cycling by kids, families & all sorts of other folks who would like to give cycling a go at all times of the day & week. Like a proper, mature city with actual transport equity. In reality, these are tiny slivers of road we are re-purposing - the entire planned bike network only impacts 20% of Wellington roads for goodness sake. Some of you need to stop chucking red-meat to a minority of misanthropes, actually evaluate all the evidence & get this done (I'm looking at you @localbod1). It is irrefutable that very single trip that can be moved from car to bike is good for the individual and great for society. Wellingtonians spend approx \$1.3b a year owning & running cars so a \$220m investment in cycleways over 10 yrs only needs to reduce household travel costs by 2% before it pays for itself (& that's without considering other cost reductions such as lower road maintenance). The case for cycleways is so strong that only an ideologue with acute car-brain would even bother attempting the mental gymnastics required to argue that it's not. Even 15-20% uptake of cycling in Wellington would be world class & pay back the investment many times over. That's a very achievable target so let's just make the modest investments required to enable that. And yip, you'll still be able to drive anywhere you want so let's have a little less pearl-clutching about it please. I also endorse all the points made by Cycle Wellington in their submission regarding the design.

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

Walking in the area?	Very positive
Using the bus?	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?	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

More of this please.jpg



Feedback

494

NAME: Tamsin White	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Really appreciate having the dedicated and protected cycle ways, it feels alot safer riding that route. If you're encouraging cyclists to go via mein street that road needs to be clear all the way to Daniel Street to ensure their safety. It's a terrible road to cycle and I avoid it and take Wilson Street frequently. I understand the use of speed bumps but it makes hills even harder for cyclists. I often ride down Kent terrace after work and fight with parked cars and traffic etc. Advanced bike signals or a dedicated cycle lane would be extremely advantageous.

Thinking about the proposed changes and the different ways people use the area, 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?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	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

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

Feedback

495

NAME: Karl Jackson	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Current improvements work very well with the exception that the exit to the raised platform outside the hospital is too close to the pedestrian crossing lights and the lights are positioned in such a way they are not optimally sited for cyclists on the raised platform to see them. This leads to poor compliance. Additional lights that are clearly cycle applicable (e.g a red bike symbol) may help to address this. Also the temporary yellow ramps were shit and a danger.

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

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
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?	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

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	Important

Feedback

496

NAME: Haydon	SUBURB: Makara	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
How on earth do you officers and elected councillors think a 24 /7 priority bike lane outside the hospital compared to what was an important high occupancy space required at times of stress and upset by often strangers to a city socially disadvantaged upset and sick local and regional cancer patients who need regular chemo treatment etc etc etc and who rely on accessible free short term car parking outside the hospital 24/7 in Newtown when any bike use and users is not only minimal but limited hours of practical use.. the move is callous and shows a lack of prudent community empathy and is an absolute waste of a resource called valuable space..before it had played an important part in Wellingtons careing society, now its dead space benefiting minimal people for only few seconds a day.. what is wrong with your human needs compass ..disgracefull behavior by those that should know better. Remove that lane and ask cyclist not confident to get off and scoot or walk.

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

Walking in the area?	Very negative
Using the bus?	Don't know
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
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?	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:
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?**

Not important	Moderate importance
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Feedback

497

NAME: Ben	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

1. Use the centre island to create a cycle lane, therefore not loosing any parking which is already hard to find in the city centre 2. Keep open the u turns open and the left onto Pirie street. 3. P60 is way too short! It should at least be p120

Thinking about the proposed changes and the different ways 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

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	Low importance

Feedback

498

NAME: James Barber	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:

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:

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?	Positive
Visiting a business in the area?	Very 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

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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Very important

Very important

Feedback

499

NAME: Aneesha	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

500

NAME: Ben White	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

501

NAME: Dot Smith	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

502

NAME: Billy	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

503

NAME: Billy Clemens	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very 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?	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?
Important	Important

Feedback

504

NAME: Joseph	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bike lanes could do with a little more protection, the plastic bollards are much better than nothing, but still won't do much to stop a vehicle. Furthermore there are large gaps in the protection. I think it would be better if there were metal or concrete bollards, a continuous raised section between the bike lane and road, and most importantly continuous footpaths / raised bike lanes across the sidestreets. I think continuous footpaths and raised bike lanes are so important because they prevent turning vehicles from crossing the bike lanes at dangerous speeds, which happens frequently without them. I appreciate the bus lanes, it's always unfair when 40 people in a bus have to wait behind 40 people in a row of cars 200 metres long.

Thinking about the proposed changes and the different ways people use the area, 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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	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

505

NAME: William O Connor	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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	Important

Feedback

506

NAME: Ralf Schwate	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

507

NAME: Emily Pike	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very 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?	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

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?
Important	Very important

Feedback

508

NAME: Niamey	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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

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

Feedback

509

NAME: Ben	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Positive
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:
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	Low importance

Feedback

510

NAME: Sarah Dalton	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Fully support all initiatives that increase access to public transport, with efficient bus lines; and which make safer pedestrian and cycle ways available

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

511

NAME: Dean	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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	Important

Feedback

512

NAME: Nadia Foskett	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Don't know
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

513

NAME: Charlie Hann	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

514

NAME: David	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

515

NAME: Katherine	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 this proposal looks good especially the improvements to bus routes! I don't have a car (student and my apartment doesn't have a car park) and find it can be really hard for me to get around here on the bus. I really like the raised platforms as well - this would make catching the bus feel a lot safer to me. I'm not a cyclist but I always like it when cycling is made more safe for other people! I definitely approve of this change :)

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

Walking in the area?	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?	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:

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?
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Very important

Very important

Feedback

516

NAME: Sam	SUBURB: Maupuia	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Have seen plenty of times where an accident has almost happened. It's only a matter of time.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

517

NAME: Jon Hertzig	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 left-leaning, environmentally conscious voter, but I feel as if the bike lobby has hijacked council. Adding to traffic congestion will NOT convince people to ride bicycles instead of driving. Has anyone ever been to Auckland (or almost any other modern city) ?? People would prefer to sit in their gas guzzling cars -- and this "solution" is disadvantaging a huge proportion of the population for whom bicycles are not feasible (age, infirmity, handicap). A much better solution would be to incentivise electric cars, carpooling, and public transport. This "solution" is actually making the streets less safe, adding to the collective frustration of all commuters, making Wellington a less attractive place for business and tourism. It's a colossal waste of taxpayer money, and I believe will result in voter backlash.

Thinking about the proposed changes and the different ways 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?

Not important

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

Important

Feedback

518

NAME: Audrey May	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Basin reserve: This section of cycle route is tricky as it is sometimes closed and people biking or walking are forced to go around. Footpath around the Basin could be looked at/changed to accommodate this. Rugby street: bike lane at the North end of Adelaide road goes up onto footpath, then guides riders off the curb(!) around the corner. Please address. Also a two-way bike lane on Rugby St (east/west) is desperately needed. Kent Tce to Oriental Pde: would appreciate more detail on this connection; Cambridge to Wakefield is one of the worst 'intersections' for car OR bike in Wellington so would like to know how this will be solved.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

519

NAME: Sam	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Reducing current commuter car parks and times will have significant negative impacts on local business - many being SMEs.

Thinking about the proposed changes and the different ways 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?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:

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?

Low importance

Feedback

520

NAME: Florence	SUBURB: Mount Cook	ON BEHALF OF:	ORAL SUBMISSION No
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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 really support the change on Riddiford St but I think there needs to be better signage for the bus lanes and more info provided about how to use them correctly. I thinking adding the word only to the Bus Lane signs may help and also a sign of where to merge when driving towards Mt Cook after the hospital.

Thinking about the proposed changes and the different ways people use the area, what 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?	Don't know
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?
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Very important

Very important

Feedback

521

NAME: Dean Paterson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I strongly believe the bollards preventing cars turning left from Riddiford to Mein St from using the left lane outside the hospital should be removed. This is causing: 1) large traffic jams back to Adelaide Rd and John St, 2) cars cutting through the hospital car park to turn left instead of waiting at the lights and 3) dangers to cyclists as cars cut across the lane quickly.

Thinking about the proposed changes and the different ways 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?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Low importance

Moderate importance

Feedback

522

NAME: Martin Herring	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Signage that is easy to see and read when in traffic in a car or on a motorcycle indicating where parking is available for shops on Riddiford st near John street, chiropractor, bookshop, florist, antique shop.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

523

NAME: Aidan	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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?
Important	Very important

Feedback

524

NAME: Aimee Geoghegan	SUBURB: Maupuia	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 Newtown to city cycleway provides an important route for people from te motu kairangi / Miramar peninsula when the wind makes riding to the city around the bays unsafe or undesirable.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

525

NAME: Vicki Campion	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

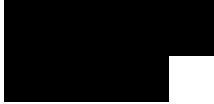
Very important

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

Very important

I strongly support the proposed changes including the traffic resolution. This will be good for everyone.

Victoria Campion



Feedback

526

NAME: Peter Haywood	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 would ride my bike if there were protected lanes. It's terrifying without.

Thinking about the proposed changes and the different ways 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?	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:
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

Peter Haywood Submission.docx

I strongly support the proposed changes including the traffic resolution. This will be good for everyone.



Feedback

527

NAME: James	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Positive
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:

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?

Very important

Feedback

528

NAME: Neil Dixon	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Very 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:

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

529

NAME: Scott	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

530

NAME: James Bush	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:

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:

Walking in the area?	Neutral
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?	Neutral
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?

Important

Feedback

531

NAME: Priscilla Broley	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Stop destroying small businesses. My partner needs cancer treatment and weekly blood tests. We can never get a carpark and he has no energy to walk for blocks looking for a carpark.

Thinking about the proposed changes and the different ways 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?	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

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

532

NAME: Patrick	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

533

NAME: Lisa terreni	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

It is problematic from basin to the city. I am a cyclist as well as a car driver. That piece of road is currently fine for bikes

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

Walking in the area?	Don't know
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?	Negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	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:

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?
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Moderate importance	Very important
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Feedback

534

NAME: Judith McCallum	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 opposed to the changes from the Basin along Kent and Cambridge Tce. It doesn't required such radical changes which will have more detrimental on the vehicle traffic. Biking is OK in this stretch. The loss of ability to right turn up Pirire is a serious loss and the resulting impact on Elizabeth st is of great concern.

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

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

Don't know

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?
Moderate importance	Very important

Feedback

535

NAME: Sonya	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 reallocating street space from cars to active and public transport. When coupled with more intensive mixed use development in this area, it will house thousands more people and create a vibrant and lively residential area. I currently avoid cycling in this area but once cycleways are included, I will definitely use this area more, including giving businesses in the area my custom.

Thinking about the proposed changes and the different ways people use the area, what 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?	Very 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?	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?
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Very important

Very important

Feedback

536

NAME: Helen Copsey	SUBURB: Breaker Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

537

NAME: Ben Sutherland	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycleway should be a two-way separated bike lane through the all areas, especially Adelaide Road and Riddiford street. Preventing disabled people from accessing healthcare is disgusting. Cycling is for a privileged minority group.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

538

NAME: Callum	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 as they are currently along riddiford street provide easy protection for cyclists, good space for busses, and a clear pathway for cars to navigate safely.

Thinking about the proposed changes and the different ways people use the area, what 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?	Very 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?	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

539

NAME: Sam Buys	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

540

NAME: Maddie Christie	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

541

NAME: Hugo	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Don't know
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

542

NAME: Jessie Bray Sharpin	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

543

NAME: Celia	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Positive
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?	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

Feedback

544

NAME: Andrew Smith	SUBURB: Strathmore Park	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:

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:

Walking in the area?	Neutral
Using the bus?	Neutral
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

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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Not important

Not important

Feedback

545

NAME: Julia Pearce	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 completed section is fantastic, it feels so much safer not having to weave between cars, buses and other vehicles. Safety was a big factor for me in being able to bike on a regular basis and completing this route will significantly enhance that.

Thinking about the proposed changes and the different ways people use the area, what 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

Feedback

546

NAME: James Douglas	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:

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:

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?	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

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

547

NAME: john bristed	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:

Most cyclists are travelling in to town in the mornings and home in the evenings. Narrow two way bike lanes make far more sense than two separate bike lanes. Just keep left for oncoming cyclists. Eliminating car parks at the speed you're planning is already handicapping a very large proportion of the large number of aged in Wellington, many of whom won't ever be riding bikes again..

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

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:

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?
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Moderate importance	Very important
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Feedback

548

NAME: Ainsley Renouf	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

549

NAME: Alexander Garside	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

550

NAME: Snowy	SUBURB: Karaka Bays	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 think we need a fast access to the hospital considering we don't have that many hospitals around. If you think of people who will need to go to hospital, they'll be mostly rely on cars, not buses or bicycles. So taking away road for cars just doesn't make any sense to me

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
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:

Don't know

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?
Not important	Important

Feedback

551

NAME: Dave S	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle lanes need to to be 100% separated from traffic. You need a park and ride to create faster more direct public transport to the hospital for all the we will drive or die crowd.

Thinking about the proposed changes and the different ways 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?	Very negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

552

NAME: Simon Vita	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

553

NAME: Russell Tregonning	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 WCC's plan. I cycle down this route frequently. Over recent years I have attended my work at the accident and medical clinic near the basin reserve. Latterly I bike regularly to access the city from Seatoun to Newtown. I applaud WCC for their Paneke Poneke initiative. I see it as absolutely essential to have safe, separated cycle lanes to attract more cyclists and encourage people to leave their cars behind--this for climate change action and to help solve road congestion. I also strongly support cycling for reasons of personal health. I am an orthopaedic surgeon and have advised many of my patients to getonyerbike for rehabilitation after lower limb surgery: cycling is an excellent non impact-loading exercise to protect ageing joints and those recovering from surgery. The rollout of cycling trails is in line with the Council's stated plan of favouring active modes over cars with its Sustainable Transport hierarchy. The council has also deemed climate change action as an emergency. My route through Newtown starts going down Mein Street. The parking outside Newtown school should be removed as cars block access to the intersection with Riddiford Street at this point. The intersection itself is dangerous and needs more safety. The John St intersection is also hazardous and needs change. I go through the Basin on my way further north. The cycle connection from Adelaide Road to the Basin needs to be better marked. Please keep the Basin open for cyclists when it all possible--for safety and pleasure. Beyond the Basin, along Cambridge Terrace the possible turning lanes between it and Kent tce need to be closed. I want green space here instead so that cyclists can travel down Cambridge Terrace without having to stop frequently. The bus lanes along Cambridge tce need to be made all-time --24/7. We need to prioritise public transport over private cars for road safety, climate and road congestion reasons. I want car parking to be removed along the whole Newtown to waterfront route where it interferes with continuous protected bike lanes--the only type which will attract large numbers of 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?	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

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

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Flavia Machado	Island Bay	An individual	No

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

These include traffic resolution TR173-22

Support

Please provide any comments here:

- Riddiford Street I prefer continuous bike lanes. The merge point near John Street currently is confusing and once it 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 is scary. 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. it feels scary when 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.

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
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?	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

555

NAME: Ashleigh	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
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:

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

556

NAME: Ruth Lambeth	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Great as slows cars down and drivers have to double check so super great.

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

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

Feedback

557

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Matthew Spencer-phillips	Melrose	An individual	No

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 improvements give the bike rider the priority over the cars which as a bike rider makes you feel alot safer then a car priority transport link.

Thinking about the proposed changes and the different ways 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

558

NAME: Mathew Hartley	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	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?
Important	Moderate importance

Feedback

559

NAME: Craig Spanhake	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	Neutral
Visiting a business in the area?	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:
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

Feedback

560

NAME: Jimi	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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:
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	Very important

Feedback

561

NAME: Niall Convery	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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:

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?

Important

Feedback

562

NAME: sandra	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very 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:
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?
Not important	Very important

Feedback

563

NAME: Olly Aughton	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Busses and public transport are the most important. Everyone can use them. They are great in bad weather. And they take cars off the road. More busses, light rail are so important to quality of city life

Thinking about the proposed changes and the different ways people use the area, 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?	Very positive
Visiting a business in the area?	Very 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:
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?
Important	Very important

Feedback

564

NAME: William du Toit	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	Negative
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:
 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	Moderate importance

Feedback

565

NAME: S	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 main issue I have, is that I live in Island Bay, and with how that was handled (and the absolute poor state of it currently), I don't believe adding cycleways (at least in the current design) is a good approach across the city. the old system we had of cars near the curb, then the cycle lane, then the road was more than function. As it sits currently if a vehicle needs to move out of the way we cant! since there are road barriers and or opposing traffic. Don't get me wrong, if fine having cycle ways for people who use them, but that's the thing "people who use them", if you want to spend millions on around 3-6% of people then fine, however, it feels like that's all the city council cares about, and the motorist who have vehicles feel like second class citizen on the road, where we have to "bob and weave" through traffic because of the cycle lanes cutting our direct path of travel. Long story short I don't have faith that shoving cycle lanes everywhere is the solution with the current design, and with how Island Bay and Newtown has been handled it's becoming more of a pain to travel anywhere around this city, and or find parking space. PS: Another issue is the reduction of parking spaces as well. It is also becoming an issue to find close parking to retailers, just to run to pick up something, hence amplifying my claim, that motorists feel like "second class citizens". Simply if you are gonna do it...do it right the first time and try to not re-write the rule books on a simple concept. It worked fine before with the old layout, maybe figure out how to make that safer with new techniques rather than this maze of a concept we have currently.

Thinking about the proposed changes and the different ways 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?	Negative
Working/owning a business in the area?	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:

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?
Not important	Important

Feedback

566

NAME: Matthew Molloy	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

567

NAME: Beth Walker	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

568

NAME: Jonathan Coppard	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like the temporary bus bypasses. As a bus driver they are easy to pull into and they are smooth to ride over on a bike. Bus lanes need much better signage and enforcement, as they are constantly being used by cars.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

569

NAME: Richard	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 see supporting document

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

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	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:

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?
Moderate importance	Very important

Submission.docx

Submission

I would like to thank the ratepayers who took legal action against Wellington City Council to pause the rollout of the Newtown to City cycleway until Wellington residents have had the chance to look at the proposals and to have the option to have their say.

I do not support the Newtown to City cycleway as per the proposal in Traffic Resolution TR173-22 in its current form.

The proposal contained in TR173-22 does not significantly assist in reducing carbon emissions in transport and does not free up space nor reduce congestion for people who still need to use cars for trips in or through the area. In my view, those who do drive into or through the area do not do it “because it’s fun” but rather it is the most optimal or the only suitable option for the trips they are making even once the cycleways and bus improvements are implemented. By making it harder for people who use cars to use or park in the area especially around the Hospital, it is increasing inequity in our transport system. The reduction in carbon emissions from transport is more likely to come from the electrification of the car and truck fleet over the next two to three decades rather than new cycleways.

This is **not** a submission showing opposition to better public transport nor cycling. In fact, this submission is very pro public transport and cycling. Rather, this submission shows some improvements and suggestions. These suggestions in the submission I believe will make the proposal better for all users – those who walk, bike, bus and drive/park. Given my experiences of using this stretch of road, I would like to see as much parking retained as possible, road capacity retained at intersections while further enhancing bus improvements and still having major cycling improvements compared to the status quo. The most optimal solution for cyclists in my view is to build a new paved cycleway through the Town Belt linking up quiet residential streets in Newtown to quiet residential streets in Mount Victoria then onwards onto other destinations, allowing a safe seamless trip into the city.

The currently installed “trial” changes on Riddiford Street are great in some respects and downright horrific in others. It is great to see a citybound bus lane here to provide a queue jump. The cycle lane is very wide but personally I feel more comfortable using the bus lane anyway. However, what is not so good is the removal of parking on this stretch of road (very significant negative impact), the cycle dividers on the left lane heading south (not necessary, overkill and really dumb) and also the bus stop design to a certain degree (not personally a fan of the design due to bus passenger conflict). The removal of parking on this stretch of road has made the parking situation for those who need to visit the hospital or access health care related services near the hospital (SCL) much worse especially during the middle of the day.

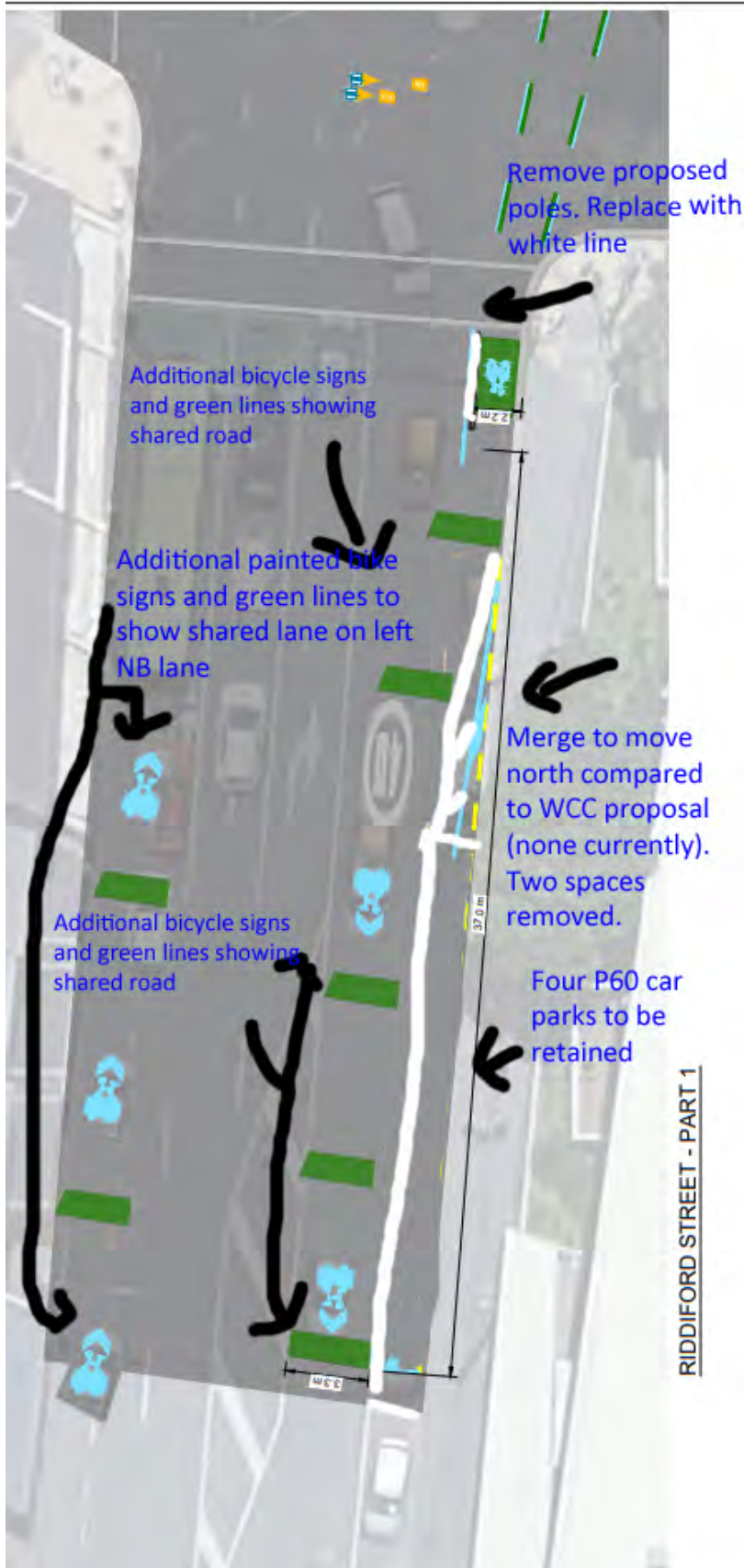
I have been a user of this stretch of road (both end to end and in parts) for as far as I can remember (20+ years). On foot. In a bus. On a bike. In a car as a passenger before I got my license and as a driver after I got my license. Throughout the years, I have and still use this stretch of road for a multitude of reasons. In no particular order, these include but are not limited to:

- Riding the bus from the Eastern Suburbs via Newtown and also from Newtown to CBD.
- Driving through this stretch of road to access the Eastern Suburbs, Newtown including the Hospital and Health Services and the South Coast.
- Riding a bike through parts of the area.
- Walking around the area
- Parking on Kent/Cambridge Terrace and in Newtown.

The positive and negative experiences I have had throughout the years of using this stretch of road shapes this submission. I hope you will consider the points and suggestions in my submission in good faith.

Suggestions and improvements and the reasons for them will be discussed below from South to North (Mein Street to Oriental Parade). For consistency, the left side of the diagrams will be for the northbound direction and right side showing southbound i.e. north is facing up.

South of Mein Street



My suggestions and comments here are:

- Merging of the cycle to move slightly northward compared to the proposal. In my opinion, this tweak should have no impact on safety when I ride and allows four of the six parking spaces to be retained.
- Removal of the proposed dividers. Not sure why it is required. I feel it is largely unnecessary.
- Additional bike symbols and green horizontal lines painted on the road and also lines painted in the left northbound lane. This should give significant clarity the road is shared and for those on bikes to **confidently** use the whole lane.

Figure 1

Riddiford Street between Mein Street and intersection to A&E

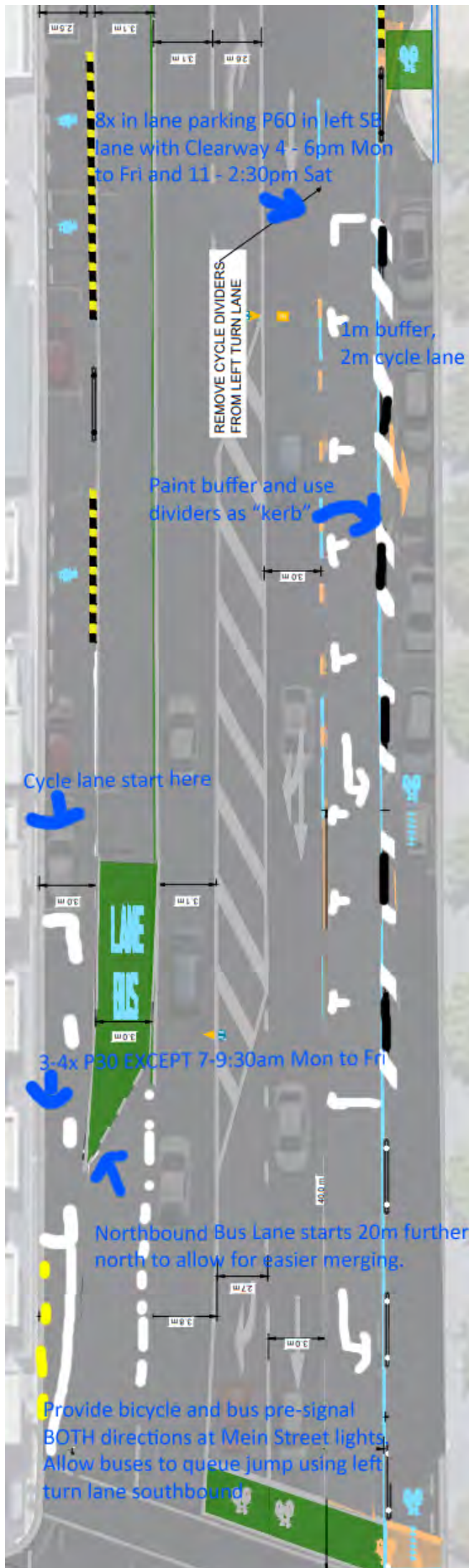


Figure 2

My suggestions and comments here are:

- Provide bus and bicycle pre signals at the Riddiford and Mein Street intersection on Riddiford Street in both directions. This will allow those on bikes to get a pre start in both directions ahead of cars. In the southbound direction, buses should be allowed to use the left turning lane as a queue jump. This will speed up bus trips in the afternoon peak on weekdays and during the busiest part of the day (11am – 2:30pm) on Saturdays.
- Move the start of the bus lane 20m north of where it is now. This will allow easier merging for cars merging into the right lane.
- Add a “AT ALL TIMES” or “24 HOURS” to the bottom of bus lane signs here to make it **very clear** it is a bus lane at all times. This suggestion also applies for the proposed bus lanes on Adelaide Road. Given the low compliance at the moment of the bus lane in the “trial”, I believe it is because some drivers believe it is a 7-9am one given the northbound bus lane on Adelaide Road is currently 7-9am.
- Provide 3-4x P30 spaces outside the SCL except during the morning peak. This will provide a small number of extra spaces outside of peak periods especially for those using the SCL and other businesses in the vicinity.
 - An alternative option here (not pictured) would be to reinstate parking (P10 and P60) on the entire northbound section from the SCL to the pedestrian crossing lights at all times apart from the morning peak period. During the morning peak period (7 – 9am) the clearway will act as a cycleway. Personally I feel very comfortable riding on a bus lane so removing the bike lane outside of the morning peak period on this part northbound does not feel like there is a loss in cycling amenity nor will it delay buses.
- Reinstate 8x of the original 10x in line P60 car parks in the left southbound lane on Riddiford Street between the intersection of ED and Mein Street as shown above with a clearway from the 2:30pm – 6pm on Monday to Friday (for the afternoon peak and school runs) and 11am-2:30pm on Saturday (the busiest times on a Saturday). A “door” buffer can be created as there is adequate width with dividers acting as a kerb for cars to park here and painted white lines as the “buffer”.
- Personally from a cycling perspective, I quite like the existing layout (but without the dividers in the lane) at the Mein Street intersection heading south as I don’t need to worry about left turning cars not looking at blind spots. And it is more consistent with other layouts like on Johnsonville Road by the Broderick Street intersection and Featherston Street etc. But after having a think, the new proposed layout allows for in lane parking in the left southbound lane during less busy times and also allows buses to skip a light cycle or even two here during busier periods (if my suggestions are followed through) so that is a big benefit in its own

right. The issues regarding cyclists in the left turning car/truck blind spots can be mitigated by a new bicycle/bus pre signal idea as mentioned in the first bullet point above.

- Personally I feel the plastic dividers are largely unnecessary for the northbound section of this part of Riddiford St as it is only the bus lane next to it.

Riddiford Street bus stops outside the hospital:

- The new bus stops reduces interaction between cars and bikes here. However it introduces new conflicts between bus passengers and those on bikes.
- I have witnessed many near misses where those on bikes did not give way to bus users and also where people using the bus have unexpected or unpredictable movements getting on or off the bus. This bus stop also is more likely than most to have more frail, elderly and mobility impaired people using it and this means it maximises the likelihood of an injury or fatality if a bike/ped accident happens.
- Given the high usage of the bus stops in both directions, I recommend the following changes:
 - Create new large format visual signs (with pictures) at this bus stop clearly showing 1) people on bikes to stop behind the bus doors when the bus doors are open 2) dismount and walk through the bus stop when there is a bus door open 3) only proceed once the bus doors have closed.
 - Note this is a change from give way to bus passengers as per current signs to you must stop or dismount when a bus door is open. This would make it similar to the tram stop/bike situation in Melbourne where you must stop behind the tram when the tram doors are open at a tram stop and to proceed slowly with care when the doors are closed. This option caters for those who do not feel comfortable using the option in the bullet point below.
 - Remove all the dividers about 10-15m before and after the bus stop so as to allow people on bikes to lane filter or go around buses on the road and then come back into lane after the bus stop.

Riddiford Street and Hospital Access Road

- I suggest creating 2x P10 / loading zone spaces in the road to the Hospital car park to compensate for the loss of parking on Riddiford Street outside the diary and shops. It is incredibly sad to hear that the council's proposal here is literally make diary customers who might pop in via car to have to 1) park at a large multinational competitor 2) go through the nice air conditioned lobby/entrance way of the said competitor then 3) cross two sets of streets to then go to the diary.
- I also suggest extending the hours of the loading zone on Riddiford Street to be a loading zone at all times except for 7-9am, 2:30-6pm Monday to Friday and 11am-2:30pm Saturday. I do not think this will delay buses and cars. This is because a larger truck using the existing loading zone partly blocks the left lane I suspect to avoid hitting the verandas.
- Good idea to add more bicycle parking here to support businesses here too.

John Street intersection:

- I strongly recommend reinstating the right turn from the left lane from Riddiford Street to Adelaide Road heading northbound and to keep the start of the bus/bike lane where it currently is now (around 50m north of the John Street intersection). My reasoning is that it will maximise intersection capacity here while not delaying any buses nor having any negative safety impacts for people on bikes. The removal of the ability for cars to use the left lane to turn into Adelaide Road has resulted in negative impacts on travel time on Taranaki Street for buses and cars. This is because the two to four cars each light cycle that use the left lane to turn right now goes up Taranaki Street. Over the course of an hour, this adds up to around three hundred extra cars. The main bottleneck on Taranaki Street is the Karo Drive intersection and that intersection should rightly prioritise State Highway 1 traffic as per currently. There is also an increase in traffic and congestion on Adelaide Road and Hansen Street as a result of drivers trying to "skip" the additional congestion on Riddiford Street due to the failure to optimise intersection capacity here.
- It would be a good idea to make the lane marking between the lanes on Riddiford Street heading northbound a "double" lane marking, similar to the likes of centre lines on a few sections of open road. This will make it easier to lane filter when cars are stopped at the lights. An example is provided below to illustrate the idea (figure 3).



Figure 3

Hospital Road Intersection

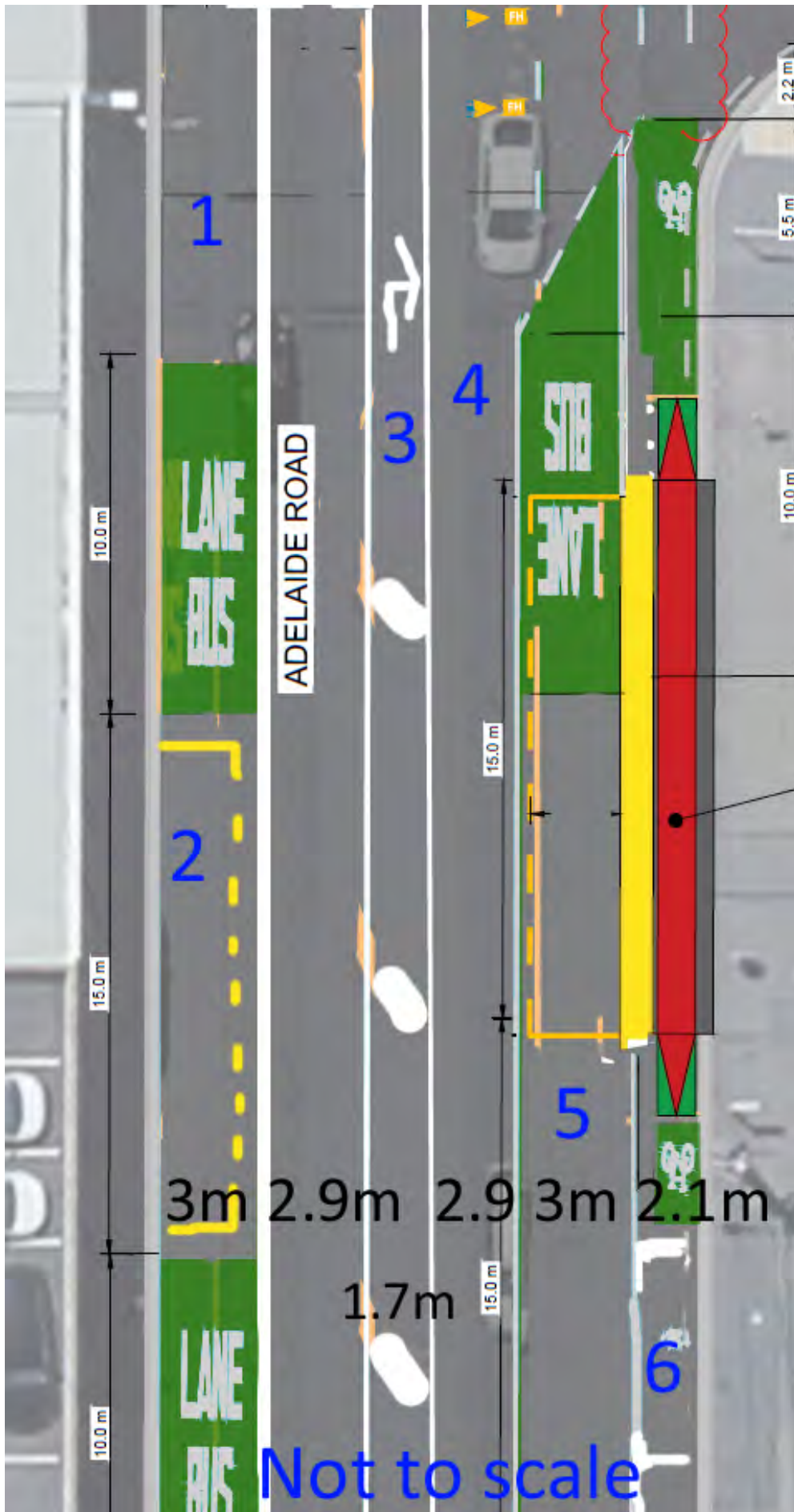


My suggestions and comments here are:

- I believe we must retain the right turn lane on Adelaide Road at the Hospital Road intersection. This is to avoid a right turning car from blocking traffic going straight ahead. Normally there are one or two cars that turn right into Hospital Road here every phase so removing the turn lane will cause traffic to further back up on Riddiford Street and Adelaide Road. This in turn will also cause even more cars to use Hansen Street then Wallace Street to avoid this queue.
- In order to retain the turning lane, the southbound cycleway needs to be moved onto the footpath for a short stretch to allow this to happen. There is enough space for people on foot and on bikes if the signal/power box is relocated and two trees closest to the intersection is removed.

Figure 4

Adelaide Road between end of bus lane north of Hospital Road and Basin Reserve



The diagram (left) is my suggested indicative cross section of Adelaide Road.

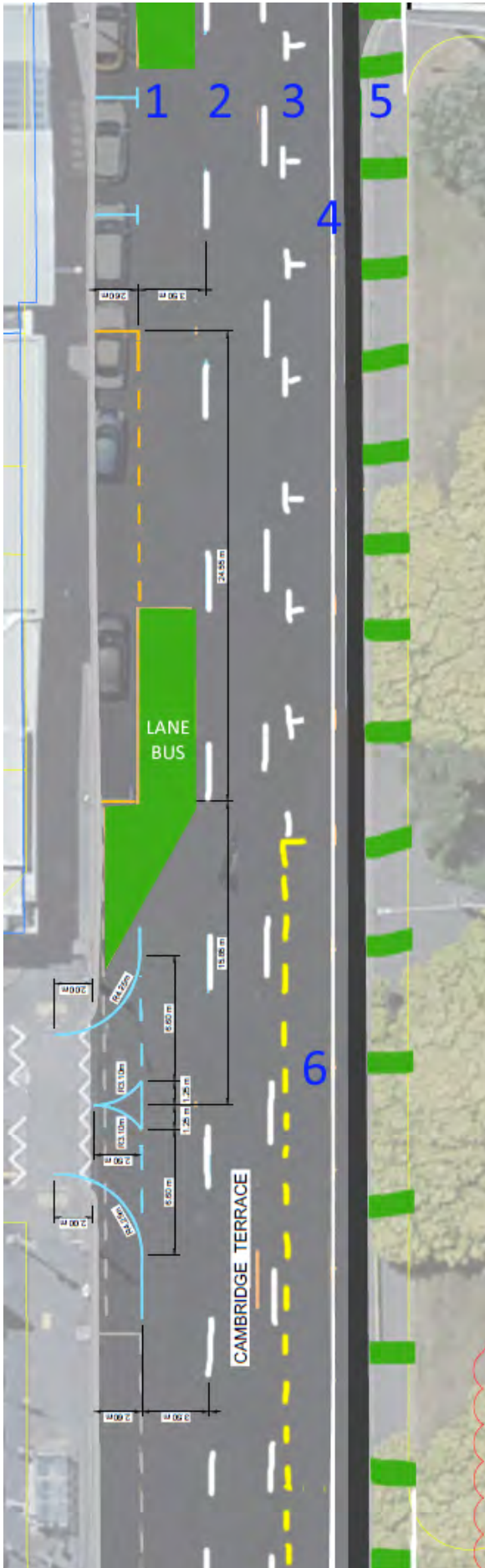
1. Northbound to be share bus and bike lane 24 x7.
2. Northbound bus stop to be in lane. People on bikes behind the lane to pass where there is a gap in traffic or to wait behind bus (exactly the same as the current 7-9am bus lane)
3. Median to be retained but shifted and narrowed so as to allow for safer turning without holding up traffic as well as being an informal pedestrian refuge when crossing the road.
4. Southbound lane shifted more towards centre of the road.
5. 24 x 7 bus lane southbound.
6. Potentially allow car parking in the southbound bike lane outside of the afternoon peak period (bikes and buses to share the bus lane). In the afternoon peak it is a bike lane. Remove dividers on cycle lane to allow faster cyclists to overtake without having to use bus lane the entire way.

Figure 5

My suggestions and comments here are:

- My idea here is a hybrid between a discarded option of bus and bike lanes and what is being proposed in TR173-22. In the northbound direction, I suggest making it a bus and bike lane 24 x7. Currently there are no issues with riding in bus lane when it is operating. There is very slight downwards slope meaning one can ride close to the speed limit if there is a green light all the way through or if coming down the hill from Adelaide Road. The proposal of the separated bike lane with the dividers does not allow for bikes to overtake nor allow 2 abreast riding meaning will ride on the bus lane anyway, defeating the purpose of the bike lane. Will make a major improvement in bus travel time reliability in the northbound direction especially in the afternoon peak and on weekends.
- As mentioned in the Riddiford Street section, it would be a good idea to put "AT ALL TIMES" or "24 HOURS" at the bottom of the bus lane signs on Adelaide Road.
- The median should be retained so vehicles travelling through here in both directions are not held up by turning vehicles. It is also a safe informal pedestrian refuge for those who prefer to cross the road somewhere other than at the traffic lights.
- In the southbound direction, I believe the most suitable option is to remove the dividers as to allow faster cyclists to be able to overtake slower ones rather than being hemmed in and also to allow two abreast riding. This allows the possibility of carparking being retained on this side of the road outside of the afternoon peak period. So in essence, in the afternoon peak period, there is a bus lane and a bike lane. Outside of the afternoon peak period, the bus lane is a lane for bikes and buses.
- I suggest the southbound bus stop near Drummond Street is to be moved south of the pedestrian crossing lights to make it a "departure" style stop. This is for two reasons. One is to move it closer to location of the bus stop that is set to be removed. Another is that it might speed up buses here as there's nothing worse than a bus stopping at a bus stop and then getting a red light immediately after pulling away from the bus stop.

Cambridge Terrace



The diagram (left) is my suggested indicative cross section of Cambridge Terrace.

1. Morning and afternoon peak period bus lane as per WCC proposal
2. Middle lane
3. Current right lane. Change to allow in lane parking at all times except for bus lane operating hours where it is a clearway.
4. Current parking spaces is to be built out using adaptive or permanent materials. Space is to be reallocated as buffer (between white solid line and black line) and for the cycleway (black line)
5. Cycleway to go on existing footpath on median side of Cambridge Terrace.
6. Extra bay for car transporters outside of bus lane operating hours.

Figure 6

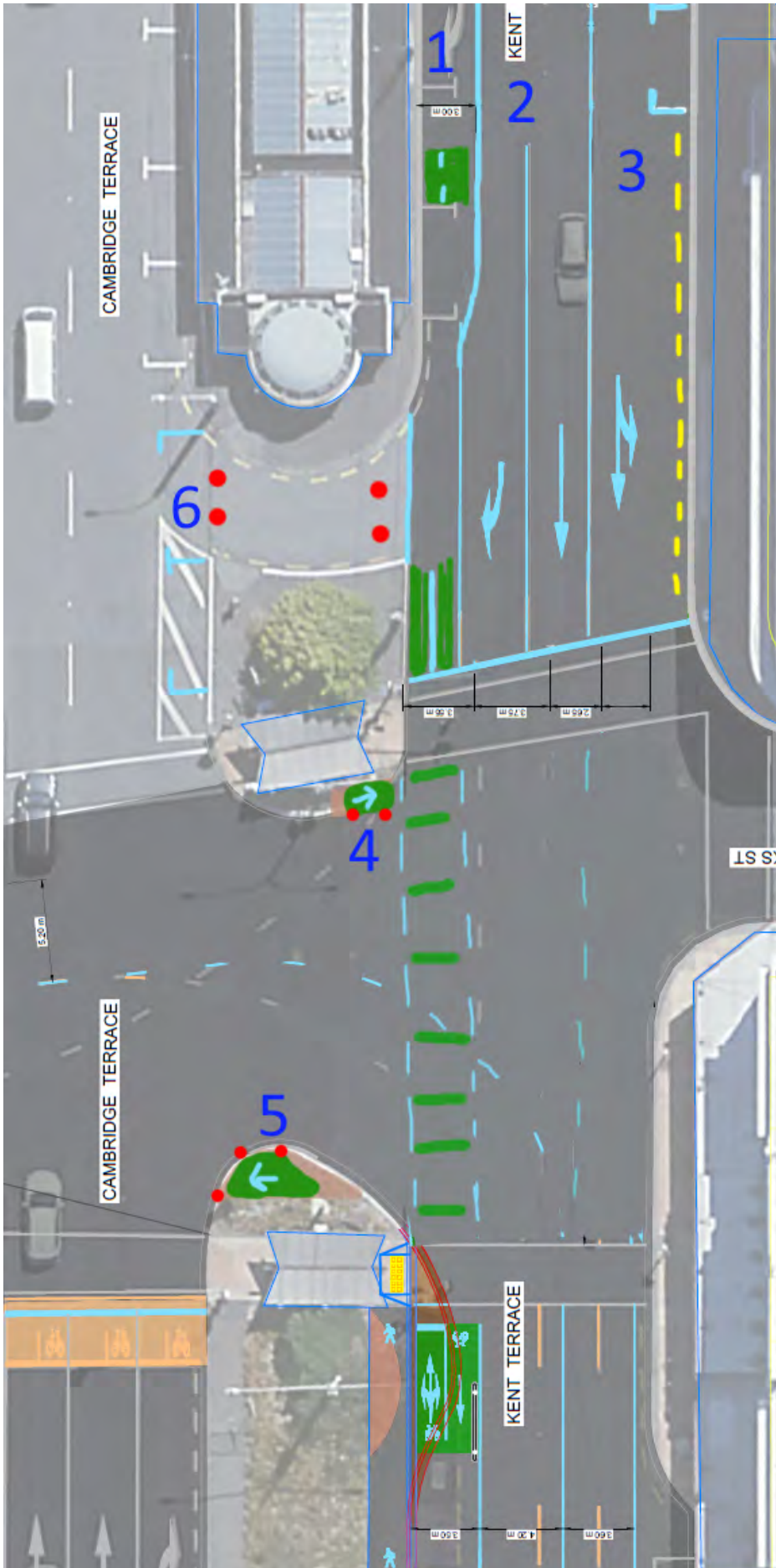
My suggestions and comments here are:

- The cycleway does not need to be as wide as per TR173-22. It feels wildly excessive even if usage doubles or triples. It's like as if it's a four lane expressway for bikes given it will take up the parking bays and a (wide) lane.
- My proposal is to change the existing footpath on the Cambridge Terrace side of median into cycleway as the median footpath is very underutilised – those who park along the median are the main users currently.
- Adaptable materials and/or permanent materials to be used to build over where the current median parking is (point 4).
- Move car parks and dedicate space for car transporters in lane in the right lane with a clearway aligning with the bus lane hours (point 3 and 6). Whilst there is one space for car transporters in TR173-22, there are times where there are multiple car transporters loading or unloading on this street and that should be catered for, otherwise where will they load and unload cars? In the bus lane? In the general lane? In the cycleway?
- Whilst the parking survey shows modest parking demand here, parking demand will increase once the Golden Mile and side street changes are made. These in lane car parks are also to somewhat compensate for the loss of parking on Courtney Place, Blair Street and Allan Street as part of Lets Get Wellington Moving
- I support removing the right turn from Cambridge Terrace to Pirie Street as this would allow additional signal time to be added for Kent Terrace traffic or potentially even Vivian Street traffic. The signals on Kent Terrace at this intersection seems quite short signalled currently especially in the morning peak period.
- The right turn lane at Elizabeth Street should be extended a little longer as those who would turn right or u turn at Pirie Street will use this intersection or the Basin to do so. This is so the turning traffic doesn't block the lane going straight ahead (or the 2x straight ahead lanes in my proposal). There is enough space at the Elizabeth Street intersection to have a bus lane, two general lanes, a right turn lane and the cycleway here, however the three parking spaces on the left side of the road closest to this intersection may need to be removed for this.
- The cross section between Alpha Street and Courtney Place is somewhat similar to what I suggest.

Kent Terrace between Courtney Place and Basin Reserve

- I suggest allowing buses to use the left turn lane to continue straight at the Elizabeth Street intersection. This may speed up bus trips during bus lane hours.
- For the bus lane from Elizabeth Street to the Basin Reserve, I suggest having adding an extra operating time of Saturday between 11am to 2:30pm. This is because traffic is congested here in this direction during the day on Saturday due to many cross town trips to the Eastern Suburbs. Having the bus lane operate then allows buses to skip the queues to the Mount Victoria tunnel.

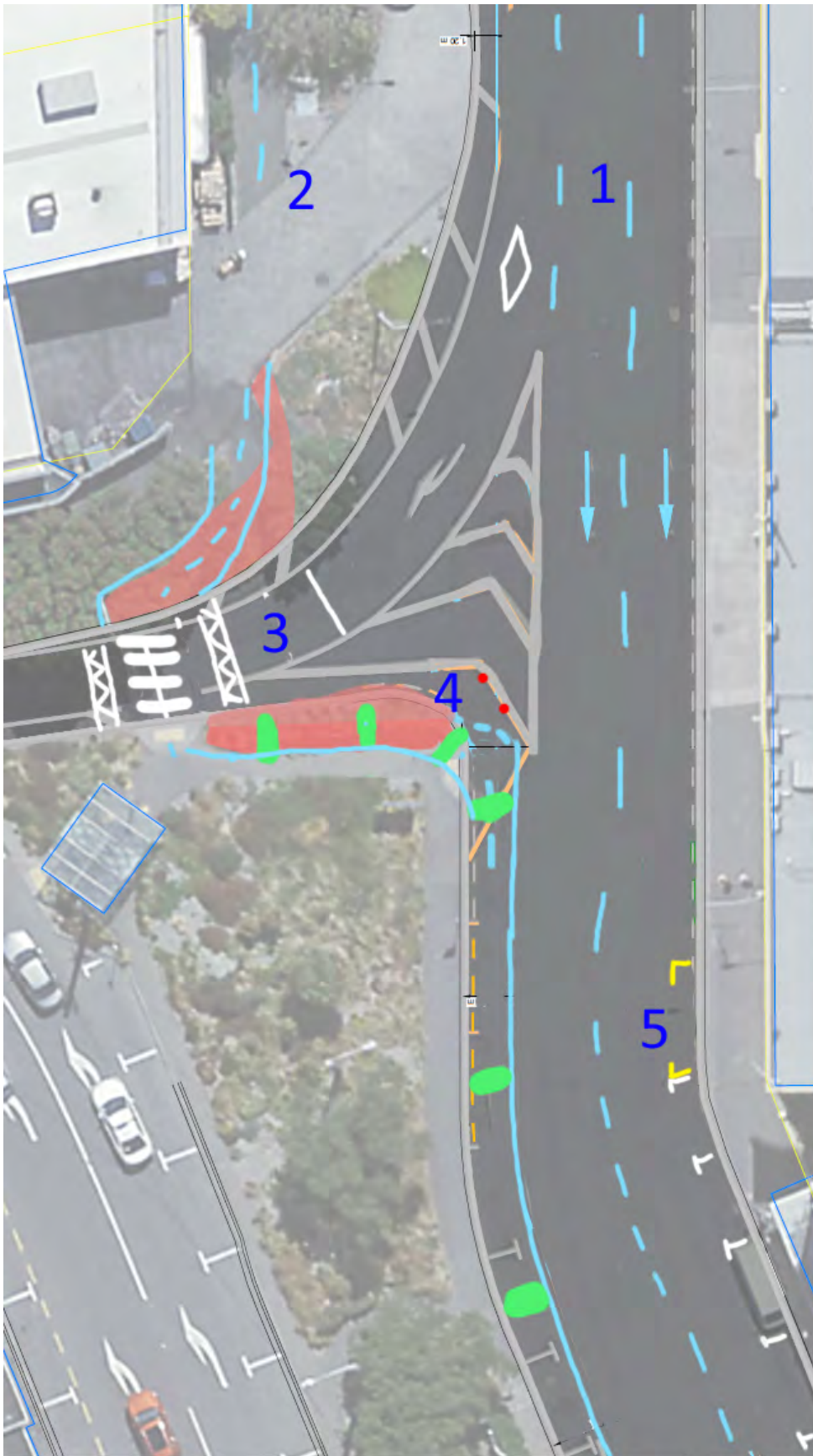
Kent Terrace – Courtney Place to Oriental Parade



The diagram (left) is my suggestion for Kent Terrace at Courtney Place.

1. Cycleway relocated to West side of Kent Terrace.
2. Lane shifted, right turn lane shortened.
3. Left lane widened. Parking and loading zones to stay on this street.
4. Stop box for cyclists turning into Majoribanks Street with kerb cut (opaque red) and flexi poles (red dots)
5. Stop box for cyclists turning into Courtney Place with kerb cut (opaque red) and flexi poles (red dots)
6. Possible additional parking on Cambridge Terrace. U turn to be closed.

Figure 7



The diagram (left) is my suggestion of Kent Terrace at Wakefield Street (behind the New World).

1. Amended lane layout
2. Shared pathway behind the New World
3. Pedestrian and cyclist crossing.
4. Cycleway on median side of Kent terrace
5. Additional car parking created

Figure 8

My suggestions and comments here are:

- My idea is to change the cycleway on Kent Terrace from the Eastern side to Western side of Kent Terrace.
 - This would make it easier to ride to the Waterfront for those who prefer to ride via Wakefield Street then Chaffers Street. This makes it easier to access New World on bike without having to cross Kent Terrace.
 - At the Courtney Place intersection, people on bikes travelling straight through the intersection will have a much greater chance to catch the green light as they will get the green light in the same phase as traffic travelling straight ahead on Cambridge and Kent Terraces.
 - Riders turning left and right here can then turn using the stop boxes (points 4 and 5 on Figure 7) or turn at the appropriate traffic phase to their direction of travel. Under the current TR173-22, at the diagonal crossing, some people on bikes may need to wait two minutes or so to cross. In a worst case scenario someone riding from Kent Terrace to Courtney Place may even need to wait four minutes to cross through the intersection.
- The u turn bay is to be closed at Courtney Place (point 6 on Figure 7). Parking on median of Kent Terrace is to be removed and converted into a bike lane. Add new crossing at Wakefield Street is added (pictured), or crossing lights (not pictured) as per Figure 8 above. The footpath behind the New World to a shared path as the footpath here gets little use – the vast majority of pedestrians would go past the entrance of the New World instead. It would make this path behind the New World feel safer at night with more people on it too.
- Intersection capacity at the Courtney Place intersection needs to be optimised as much as possible. The left lane on Kent Terrace at the Courtney Place intersection needs to be wide enough so two lanes of cars can continue straight ahead where there is a left turning car giving way to pedestrians or cyclists. I am concerned about potential to majorly increase congestion due to loss of a lane and if cars are held up in the left lane. Adding an additional diagonal crossing leg as part of TR173-22 means there could be less green light time for traffic on Kent Terrace further compounding any congestion issues.
- It is key that there must be sufficient intersection capacity at the Courtney Place intersection for Kent Terrace traffic. Insufficient intersection capacity here would cause congestion that would block turning into Wakefield Street and also gridlock the intersection of Cable Street and Oriental Parade. Not to mention increasing journey times for many people who drive through here.

Feedback

570

NAME: Dean	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Very disappointed about changes to the roads around the Hospital, Wellington SCL, After Hours Medical Centre. These are not places to which sick, physically weakened, aged and injured people would ride to on a bike. You have destroyed a spacious and convenient length of road into a squeezed up nightmare of an obstacle course. Business that were just picking up the pieces after 2 years of being locked down will be history because of what you are doing. Wellington's climate and land formations are not suited for biking. If you had made an assessment of how many cyclists were out on the streets when we had downpours along with the Southerlies, you would have found them in their cozy heated cars instead. Gathering numbers of jolly riders when it is bright and sunny will not give you accurate stats regarding bike lane usage.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?

Not important

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

Very important

Feedback

571

NAME: Jessica	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

With less people working in the central city it needs to be a safe and interesting place to get to easily - parking isn't easy. People who aren't in cars visit more shops, take less direct routes. Driving a car is also a privilege for those who have learnt how to, who can afford a car, who can afford petrol etc. We need to make our city so it's safe and easy to be less dependent on cars.

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

Walking in the area?	Positive
Using the bus?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

572

NAME: Anand	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 about driving lsnes for cars

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

573

NAME: John Redgrave	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
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?

Low importance

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

Low importance

Feedback

574

NAME: Faith Courtney	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

Feedback

575

NAME: Atom	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 99% of my local transportation is walking and cycling. I like projects that encourage active transportation. Having said that, I can't help seeing these projects as just an anti-car Trojan Horse. I'm sympathetic to small businesses that rely on public parking, and I'm sympathetic to people with disabilities who rely on cars; it seems that those two groups are not being fairly considered. Aside from concern for those two groups, I'm concerned that this will ultimately result in backlash. Also, it's absurd to claim that active transport will magically reduce emissions, when the "fuel" of active transport (peoples' food) is not accounted for. Eating higher on the food chain (meat, eggs, dairy) to fuel active transport can easily result in 10x more emissions than eating lower on the food chain (grains, beans, fruits, vegetables). We can nitpick over the technical accuracy of claims that a vegan driving a Hummer has a smaller environmental footprint than a meat-eater riding a bicycle, but that assessment is in the right ballpark.

Thinking about the proposed changes and the different ways 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?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Negative
Visiting a business in the area?	Don't know
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:
 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?**

Very important	Important
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Feedback

576

NAME: Wanchen	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

577

NAME: Keith	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

578

NAME: Darian Christie	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Feedback

579

NAME: Jamie Hoare	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycling and scootering lane will vastly improve the safety of people riding bikes and scooters on this route. This will increase the number of people will to use no emission transport options, which is a positive step for our city. It's also sensible that there are permanent bus lanes installed to speed up public transport, again making this a more viable option for people. It'd great to see loading zones have been considered. I wonder, are there any mitigations for business that rely on street on Adelaide road, such as the Midas Newtown and Novus, being considered? Will people riding bikes and scooters riding north towards the waterfront, cross over diagonally towards Majoribanks st in order to get to the waterfront, when the most direct route is to stay on Cambridge Terrace and ride down to Wakefield st and merge with the traffic? Perhaps the new design will be favoured by new riders as they won't need to merge with traffic this way. What barriers will be put in place to stop people driving cars from parking in the cycling and scootering lane? And will there be enforcements when this rule is broken? Great this is happening, let's get stuck in with doing the mahi to get this cycle lane established! Thank you.

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

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

580

NAME: Leo Pritt	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

581

NAME: Harry	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
A great start to make cycling easier for more people. Next step is implementing a more homogeneous system connected to the public footpath system.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

582

NAME: Lachlan Patterson	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

583

NAME: Frances Osborne	SUBURB: Mount Cook	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 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:

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?	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:

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

584

NAME: Denise Cadigan	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Make it safe for more cyclists to bike. This will mean fewer cars on the road, and less car pollution for walkers and riders to inhale.

Thinking about the proposed changes and the different ways people use the area, 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?	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

Feedback

585

NAME: Romain	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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?

Important

Feedback

586

NAME: Eric	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
You need to ensure that any changes made are compatible with any light rail options planned for the route.

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

Walking in the area?	Positive
Using the bus?	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?	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

Feedback

587

NAME: Jodie	SUBURB: Brooklyn	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:

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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?

Not important

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

Moderate importance

Feedback

588

NAME: Stan	SUBURB: Mount Victoria	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:

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:

Walking in the area?	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?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

589

NAME: Peter Nunns	SUBURB: Berhampore	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 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

Feedback

590

NAME: Declan	SUBURB: Vogelstown	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:

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:

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

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

591

NAME: Matthew Woodbury	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 changes will make non-car movement along this (flat) part of the city safer and more accessible. It creates a better balance between various road users.

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

Walking in the area?	Positive
Using the bus?	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?	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

Feedback

592

NAME: Nick Rinehart	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

593

NAME: Charlotte	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

594

NAME: Genevieve Coffey	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

595

NAME: James Evans	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Having to visit the hospital with a broken leg the lane changes on Riddiford st have made things more dangerous and difficult for me. I have not seen the cycle lanes utilised except for peak hours. Having two lanes go mostly unused for the marjority of the day in a busy corridor with a hospital (requiring easy access in and out) seems to be a badly thought our decision. Why do your changes always seem to make traffic worse?

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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:

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?
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Not important

Important

Feedback

596

NAME: Karin	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
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:
 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

Feedback

597

NAME: Ruth Anthony	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Neutral
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?	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:
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	Important

Feedback

598

NAME: Jennie Marjoribanks	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
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?	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

Feedback

599

NAME: Bianca	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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

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	Low importance

Feedback

600

NAME: Anna Thompson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

601

NAME: Ella Borrie	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 supportive of these proposals as someone who buses, cycles and drives through Newtown. It's going to improve connectivity and support the reduction of transport emissions. I support separated cycle ways throughout the whole route. This is the safest option, and makes cycling more welcoming for everyone. I also support the changes to the Mein Street intersection (for left turning and straight forward traffic). This will make the intersection easier to navigate for cycles and cars.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

602

NAME: Darren Mason	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 would be nice to have bus shelter where the bus stops are so it's less miserable for commuters. The bike lane change by the hospital to not intersecting left turning traffic couldn't come quick enough, it's awful, confusing and dangerous for everyone.

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Negative
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

603

NAME: Margaret fraser	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

604

NAME: Harry	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

There should be full time bus lanes the entire length of the route, including up to Mein Street. As important as the cycling improvements are, bus improvements as just as if not more important. What is proposed does not do enough to improve bus travel times and reliability. I also support removing the loading zones outside the car yards on Cambridge Terrace.

Thinking about the proposed changes and the different ways people use the area, 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?	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:

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

605

NAME: Luke	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Waste of rate-payer dollars; hinders car-users whilst providing no real viable alternatives. Disregards inherent need for car-based travel and assumes people will transition to alternate forms when pressured by these hinderances. The completed Riddiford Street section is cumbersome and dangerous, taking away road-space with very little benefits for public transport users. The forced crossing of a bike lane outside the hospital is dangerous, and the dog-legging roads are too. The drastic increase of cycling infrastructure assumes a large novel increase in this mode of transport, there is no evidence this will occur given these new "upgrades". The project as a whole serves very few and puts the large majority of commuters at a lower priority.

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

Walking in the area?	Don't know
Using the bus?	Neutral
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?	Very 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:

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

606

NAME: Oliver	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Don't know
Working/owning a business in the area?	Negative
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:

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

Feedback

607

NAME: Cassandra	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 in support of the bike lanes being installed, just asking for them to be swept every now and then to rid of debris and litter. Thank you

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

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

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

Feedback

608

NAME: Stevie	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

609

NAME: Mackenzie Robb	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very 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?	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

610

NAME: Matthew	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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

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

611

NAME: Andrew Kennedy-Smith	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Section completed in Riddiford Street is well used and effective, no apartment disruption to local businesses and car traffic. The bus stop at hospital feels much safer and usable

Thinking about the proposed changes and the different ways people use the area, 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

612

NAME: Garesh Sukha	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 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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:
 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

Feedback

613

NAME: Ingo Schommer	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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've been bike commuting daily from Island Bay and then Kingston through this corridor for eight years, and I'm excited about the changes. We need to provide viable alternatives to car use, to support density, create a more liveable city, and most importantly to incentivise everyone living in it to reduce their carbon impact.

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

Walking in the area?	Positive
Using the bus?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

614

NAME: Verity Schommer	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

615

NAME: John	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Get priorities right, not opposed to this. Fix the pipes first, urgently and not with a bandaid but in excess of the expected growth of the city. Do it once, do it right. Spend our money much more wisely please.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	
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?	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:
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?
Moderate importance	Important

Feedback

616

NAME: Brett	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Don't know
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Moderate importance

Feedback

617

NAME: Hayden	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Moderate importance

Feedback

618

NAME: Matthew Whiting	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 moved to Wellington 11 years ago. I'd been a keen cyclist for years prior, but Wellington streets took a bit of adjusting to. This section of road through Newtown and between Newtown and the city I have always found one of the most challenging and unsafe feeling. I am thrilled that this section of road is finally getting cycle lanes and am generally very supportive of the designs. Thanks for making this happen!

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

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

Very important

Feedback

619

NAME: Elyse Chevis	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

620

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Hector McLachlan	Mount Victoria	An individual	No

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 plastic puzzle pieces used to create the raised bus stops are slippery. The ramps going up to them are not sturdy. I hope these structures are temporary. Bus stops along this route need much more shelter and seating. There needs to be better enforcement of cars driving in the permanent bus lane. It makes merging with the road near the Riddiford/Adelaide intersection more dangerous than it already is.

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

Walking in the area?	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?	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

Feedback

621

NAME: Hayden Rogers	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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:
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

Feedback

622

NAME: Amy	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	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?	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

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

Feedback

623

NAME: Wayne Lutton	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Neutral
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

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?
Not important	Moderate importance

Feedback

624

NAME: Will C	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Moderate importance

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

Moderate importance

Feedback

625

NAME: Erin	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Neutral
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:

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

626

NAME: Crystal Easton	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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

Feedback

627

NAME: Maria	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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

Feedback

628

NAME: Alister Stubbe	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

629

NAME: Stephanie Cairns	SUBURB: Rongotai	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:

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

630

NAME: Maurice	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 climate, layout and topography of Wellington is not suited for cycling. These massive changes benefit a lobby of few and inconvenience many denizens. The huge sums of money squeezed out of ratepayers would have been better used to repair decades old water pipelines, pay better wages to bus drivers, introduce new bus routes to link every part of the city, increase bus frequency and operational hours and increase police patrolling and security on city streets (crime-control). Rates have gone up exponentially and it is frustrating to see that they are being used to choke the already narrow-roads by cramming cycle lanes into every available road network. Getting in and out of the hospital has become a nightmare, many have stopped shopping at any outlets on Riddiford road due to lack of parking (they would rather drive towards Kilbirnie or Petone so they can conveniently park and load shopping into vehicles). All this so that about 20 bikes a day can have a jolly ride down the street. On a properly windy, rainy, chilly Wellington day, the likes of which we have had several over the past 2 weeks, you will not even see half that number of cyclists. Since implementation, these 'developments' have caused nothing but frustrating delays and confusion to most Wellingtonians. If you can undo these changes please, stop building these cycleways on the already-narrow roads and use our rates to repair our water infrastructure and meet other afore-mentioned needs of the hour, you might even have a happy re-election by grateful members of the public.

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

Walking in the area?	Very negative
Using the bus?	Very negative
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?

Not important

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

Important

Feedback

631

NAME: Claire	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

632

NAME: Hamish anderson	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

633

NAME: Nadine	SUBURB: Aro Valley	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:

Thinking about the proposed changes and the different ways 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

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

Feedback

634

NAME: KM	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 measures that will help less confident cyclists feel safe. Even as a more confident cyclist I am put off cycling further than Newtown due to the lack of cycleways and disconnected and piecemeal approach to cycling infrastructure. The current need to share the road with impatient drivers and double decker buses is scary, especially when the cycle lane merges near the Adelaide/Riddiford/John intersection. Please prioritise continuous cycle lanes. Buses and public transport are also important at all times of the day, not just during the traditional commuting times. Work patterns and transport needs have changed dramatically due to the pandemic and catering predominantly for a 9-5 workday is outdated and ignores the needs of women, many of whom still bear the brunt of household labour.

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

Walking in the area?	Don't know
Using the bus?	Very 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?	Positive
Living with mobility or accessibility issues?	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

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

635

NAME: Bob	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways 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?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
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?	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:
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	Very important

Feedback

636

NAME: Hilary	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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:
 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

Feedback

637

NAME: A	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are negatively impacting small businesses by making them less accessible to those who use cars. The bus system is horrendous and they're always being cancelled. Cyclists are also not paying road tax so they shouldn't have a say??

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

638

NAME: Olivia Faulkner	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

Feedback

639

NAME: Emily	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Absolute mayhem, makes getting the bus from the hospital dangerous and confusing and I have seen many near accidents near Mein St as well as drivers using the bus lane

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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:

Positive

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?

Very important

Feedback

640

NAME: Gerald	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 Consider to the proposed changes are unsafe and unenforceable

Thinking about the proposed changes and the different ways 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?	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
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:
 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?
Moderate importance	Very important

Feedback

641

NAME: Nick Botica	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?	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:
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

Feedback

642

NAME: Rory	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

For us to meet our climate objectives it is imperative that we enable mode shift through safer cycling infrastructure. It is empirically proven that the number one determinant of cycling uptake for transport is not the weather, or the topography, but the availability of SAFE infrastructure. You must remember this at all times. This is why a dedicated cycle network is of vital importance. The proposed installations are not perfect, leaving cyclists to battle with car and bus traffic at intersections - the most dangerous parts of a journey - these should be improved so that cyclists have protection. But regardless, the plans remain a vast improvement on the status quo and will inarguably enable more people to leave their car at home and try an active commute that will help the planet and well as their physical and mental health. Study after study shows that businesses overestimate the portion of their customers coming by car, and that those customers who do come by car, come less often and spend less money. Pedestrians and cyclists visit more often and spend more often. There is no logical reason for local businesses to oppose this improvement other than their own ignorance. The bus lane improvements are also important in restoring the reliability of Wellington's bus network - already the country's most used per capita - and enabling further growth in patronage through faster and more appealing services. Further, by reducing the number of cars on the road we create more space for those who really need to use them - such as those who may have specific accessibility needs. Roads are public spaces that must be maximised for efficiency due to the limited space available. Cars are the least efficient mode of transport by every measure - worse for the climate, worse for capacity, worse financially, worse for our health. For our collective wellbeing, we must prioritise more efficient, more healthy, less polluting modes like buses, bikes, and of course - pedestrians.

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

Walking in the area?	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

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

643

NAME: Bert	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

644

NAME: Andy Nicholls	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

645

NAME: Joseph Lane	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

646

NAME: Rebekah Gerry	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
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

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

Feedback

647

NAME: Tamsyn	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
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?	Very 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:

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?
Not important	Low importance

Feedback

648

NAME: Christian Hipp	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Don't know
Using the bus?	Very negative
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?	Don't know
Living with mobility or accessibility issues?	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

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

649

NAME: Andrew	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Travelling South on Riddiford St at the Mein St junction, great that the bike path will be against the footpath, but at Mein St bikes should have light priority so they can safely get across to continue on Riddiford St and not get side-swiped by cars turning across the bikes into Mein 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:	
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?	Positive
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:
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

Feedback

650

NAME: Helen Bones	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

651

NAME: Brad Cooper	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
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

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	Moderate importance

Feedback

652

NAME: Frieda Stewart	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 should be looking at alternate/quieter roads or existing green space for biking not main thoroughfares. You are creating more problems and traffic congestion through the city.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:

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

653

NAME: Jack Tallott	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Negative
Riding bikes?	Positive
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:

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?

Very important

Feedback

654

NAME: Dylan Packman	SUBURB: Brooklyn	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 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:

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

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

655

NAME: Tory Whanau	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current space outside the hospital is very confusing. Please fix this immediately.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

656

NAME: Elizabeth	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	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?	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

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

657

NAME: Esther Munro	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Darcy Snell	Hataitai	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:

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.

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

659

NAME: Lauren Bell	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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:
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

Feedback

660

NAME: Nicola Marshall	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	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

661

NAME: Rewa Walker	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

662

NAME: Terry	SUBURB: Berhampore	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:

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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Positive
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

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

no_ragrets.jpg



Feedback

663

NAME: Duane	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 I strongly support the introduction of a safe, dedicated cycling route to the city. Extending the existing work along Adelaide Road and Cambridge Terrace is a priority to incentivise more cycling and remove safety barriers. This will also help us to contribute to lower carbon emissions.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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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Very important

Very important

Feedback

664

NAME: Caglan Bagci	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

665

NAME: B Andrew	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

My partner commutes via bike along Adelaide Road and Riddiford Street to Berhampore every day and has expressed that new layout in front of the hospital feels very unsafe. I have also witnessed near misses whilst travelling along this new road layout. He is also concerned that the amended proposal would have him having to cross 2 lanes of traffic in a short distance after the junction at the hospital in order to turn right onto Rintoul Street to get to Berhampore. Many cyclists in Berhampore use this route rather than Adelaide Road to Newtown due to safety concerns on the Countdown Newtown to BP Berhampore section. Additionally the changes to how cycle lane and bus stops interact is dangerous. The council seem to have ignored that cyclists, their experience level and their speeds vary widely. There have been many reported instances of pedestrians being injured or killed by cyclists in the UK and this should serve as a warning to the council here. The only part of the proposal I fully agree with is making the bus lanes along Adelaide Road 24/7 and removing parking as currently it is ridiculous that seemingly on a daily basis cars need to be towed due to blocking bus lanes during operating times.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
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?	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:

Negative

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?

Low importance

Feedback

666

NAME: Rob Morton	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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:
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?
Important	Important

Feedback

667

NAME: Jeff Jacobs	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 More expensive and unnecessary cycleways which will only slow down the city and make life worse for everyone except the 1% who ride bikes. Traveling down Cobham Drive the other day I witnessed exactly zero bikes using the new expensive lane there. Suspect the same will be happening here. Meanwhile, my rates are up 40% over the last two years. Honestly WCC, just don't do it.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Negative
Using the bus?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

668

NAME: Lance Lones	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
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?	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?
Not important	Not important

Feedback

669

NAME: M	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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:

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

670

NAME: Lesley	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Fantastic to be making progress on lowering carbon emissions! Great to see the way you've thoughtfully adjusted plans based on feedback.

Thinking about the proposed changes and the different ways people use the area, 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?	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

Feedback

671

NAME: Alice McCubbin-Howell	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Supporting document for submission on Newtown cycle way.docx

Supporting document for submission on Newtown cycle way, Alice McCubbin-Howell

I live in Karori and will only use the cycle way infrequently. However I am an avid cyclist and consistent cycle commuter and for me having a comprehensive and complete network of dedicated cycle ways across the city should be one of Wellington's highest priorities. I also have a number of friends who live in the vicinity of Newtown and who will use the cycle way on a daily basis. They (like us) have young kids. In my view it is vitally important that we have cycle ways that are truly safe enough for more people to feel comfortable using the bike lanes to commute with children. Not only does this have the obvious advantage of taking traffic off the road, it also introduces and normalizes children to alternative means of transport from the earliest possible age. This will help embed this culture shift in the next generation. From a climate change perspective it is also imperative that we demonstrate our commitment to make actual change that will influence behaviour.

I fully support the changes as proposed. However a paramount design objective should be to ensure that dedicated separate spaces (car/bus/walking/cycling and scooters respectively) are maximized to the fullest extent possible. This is what will achieve maximum safety and confidence across all users. Therefore if there is any further scope for reducing any shared aspects of the proposal, particularly around intersections, I would support additional changes to achieve that.

Make it good. Make it safe. People will use it and it will work.

Feedback

672

NAME: Tim Harford	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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've ridden the completed section with my 6yo on the bike. It enabled us to go to his football in Newtown, and then we biked back across town to Thorndon. In both directions the protected cycleway made us feel safe enough to ride. I'm excited at the thought of this carrying on all the way to the new world area.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

Feedback

673

NAME: Daniel Harborne	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Visiting a business in the area?	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

Feedback

674

NAME: Sam Shepherd	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Completely support the cycle lane, but it really needs to be fox at the riddiford st/mein st intersection. The proposed update makes much more sense.

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

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

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

Feedback

675

NAME: Sam	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This is not going to get Wellington Moving again, this isn't going to make anyone want to use bikes more and all it's doing is making it even harder to park around these areas than it already is, I use parks on Adelaide road regularly for work and recreation and I always struggle to find a park as it is so by taking away parks your going to literally make it impossible to access these places. I am 100% dependent on travelling by car due to the equipment I have to carry which makes travelling by bike literally impossible. I support lowering carbon emissions however this is NOT the solution. All it's going to do is increase traffic levels and make it impossible to park. Therefore making my life 100x more difficult. But if it makes the council look better from an outside perspective then I guess who cares about what the actual residents want Also by taking away the turn bays up and down Kent terrace and Cambridge your making it even more difficult to turn into certain streets and it just doesn't make any logical sense to be making these differences. I can guarantee 80% of people don't want this silly proposal to happen but just like the idiotic Cobham drive crossing that everyone didn't want but the council are still going ahead with it. As usual the council not listening to Wellingtonians. Try fix more important issues like high rent costs and other important issues that actually matter to us

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

Walking in the area?	Neutral
Using the bus?	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:

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?
Not important	Low importance

Feedback

676

NAME: Andre	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 design completely ignores the people who live and work in Newtown. Also, the narrowing the road and making it even more difficult for emergency service vehicles to get through.

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

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Very 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

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?
Not important	Low importance

Feedback

677

NAME: eleanor meechem	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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's so great to see proper separated cycle lanes starting to join up key locations in Wellington. I've been biking to work and back through Newtown for the last 15 years, and in that time I've had some VERY scary interactions with buses and cars. While I've kept cycling anyway, I fully understand why a lack of cycle lanes puts most people off. You can feel very vulnerable when you're the most squishable thing on the road! I can't wait to see the rest of this bike route go in. The trial section already makes me feel so much safer on the way to and from work. I enjoy my ride a lot more, and I feel a lot calmer at the end of it. I can't wait for the whole route to be complete so more people can try it. Biking around the city is really quick and easy. Now we just need to make it feel safe. Keep going!

Thinking about the proposed changes and the different ways people use the area, what 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?	Positive
Living with mobility or accessibility issues?	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

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

678

NAME: Christina Baldarelli	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

During my time as a working parent with young children, I have experienced two commutes across two different living situations - one in Newtown and one elsewhere. When I was working in Newtown, I wished to commute by bike, but did not feel safe. My first choice was to be able to choose a daycare for my first child near my Newtown workplace, and be able to ride from our home in Hataiti with my child in a trailer. This is a commute that would match my values and lifestyle, and one that I imagine would be a great fit with my idea of The Wellington Experience (active, climate conscious, and community minded). I tried this several times alone before trying it with my child, and even alone felt very unsafe without a continuous dedicated bike lane. Ultimately, the lack of cycling infrastructure led me to choose a different daycare closer to home. My kids missed out on spending an active morning out in the fresh air with me, and their time at daycare increased. The lifestyle just didn't fit, and finally we moved to a different suburb with better cycleways, where we now bike easily from home to school, daycare, and the shops. We all our spending away from the cafes, shops, and other businesses along the proposed route, and now contribute to the economy elsewhere. I strongly support this plan as it would enable the current residents of the area to live their values, lower the carbon emissions of their daily travel, be more active, and (as proven by several studies) make more economic and community contribution to the local area than car commuters. Wellington has done some great work to be more inclusive of groups other than the traditional 9-5 car commuters, and I'm grateful to live in a city that's developing in the right direction.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

679

NAME: Sarah Burgess	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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:
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	Important

Feedback

680

NAME: James	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the area and strongly support the plans. The small section already completed hints at the huge improvement for biking between Newtown and the city centre when the whole route is available. The bus lanes will make a big difference too. But please don't limit any bus lanes to peak commuting hours. People who take the bus at other times (such as around school ending, and at weekends) deserve reliable service too. Please make sure the changes are rolled out fast, communicated clearly, and enforced promptly so people don't get used to parking in the incomplete bike lanes.

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

Walking in the area?	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?	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

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

681

NAME: Toby	SUBURB: Broadmeadows	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:
 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?
Not important	Not important

Feedback

682

NAME: Isabella Barbalich	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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

Feedback

683

NAME: Joy Baker	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Taking away the parking in Riddiford street for a cycleway is ridiculous. No parking for the hospital if the parks are both full (Underground and metered on hospital grounds). Far too far to walk to park at Countdown. No parks in Mein st. I Went for a specialist appointment two weeks ago. I could not get a park. Easier to go to a Kilbirnie for a Blood Test - hopeless getting a park in the area. You have not given any thought to the public and the inconvenience we have had to endure. I hope with the new elections coming up new incoming Councillors will be more sensible when it comes to cycleways. Island Bay has been a nightmare. I feel very sorry for the businesses who have lost revenue and good customers through Councils reckless decisions.

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

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Don't know
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?

Not important

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

Very important

Feedback

684

NAME: Neil Mudge	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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:

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	Important

Feedback

685

NAME: Julie Mudge	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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:
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

Feedback

686

NAME: Daniel Elliott Jones	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
Visiting a business in the area?	Neutral
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

Feedback

687

NAME: Katie Shelton	SUBURB: Morningside	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 it's really important that Wellington make it safe for cyclists. Minimise road crossings and have signals prioritise 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?	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?	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:

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?

Important

Feedback

688

NAME: andy	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bike lanes, more bus lanes. more trains!! honestly just make more streets pedestrian only like Cuba Street. some people have claimed these changes will harm the elderly and disabled who have to drive, but I disagree, these changes will cause more would be driver to chose bus or bike, freeing up space on the road for those people who have no choice but to drive

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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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Very important

Very important

Feedback

689

NAME: Justin N	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This cycleway needs to be dumped. There are about 200 cyclists in the area in the morning peak mostly on Tasman Street. There are 20,000 on buses and a similar number on foot. Council staff are not paid lobbyists for this proposal and should be neutral.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Very important

Feedback

690

NAME: Andrew Starkey	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:

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:

Walking in the area?	Very 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?	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

691

NAME: Shani	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:

Please consider making the bus-only lane in Riddiford Road for peak hour travel only. There are currently very few buses at non-peak times, and the bus-only lane is leading to a lot of lane-changing by cars, especially if they are heading towards the city and want to turn left at John Street. In my view, this is making the road less safe. For example, if a car was driving down Riddiford Road and wanted to turn left at John Street, technically it would need to change to the left lane at the hospital intersection, which is not a good idea. If they changed prior to this, they would technically be breaking the road rules. Changing to the left lane after this is often not 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:

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:

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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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Feedback

692

NAME: Neil Kennedy	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
If killing the city is an achievement then it has been achieved.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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:
Very 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?
Not important	Not important

Feedback

693

NAME: Judy Kirby	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Who in their right mind would remove all parking outside the hospital. And the lane change for motorists wishing to turn left in Mein St is positively dangerous. I notice nowhere do you include 'use the hospital' amongst your usage of the area. Why do you not provide the cycle ways on parallel or secondary roads?

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Low importance

Important

Feedback

694

NAME: Luke Tracey	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

Feedback

695

NAME: Simon	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:

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:

Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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:

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?

Low importance

Feedback

696

NAME: Shahne	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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:
 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	Important

Feedback

697

NAME: Matthew Baird	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

698

NAME: Alan Marshall	SUBURB: Other	ON BEHALF OF: PCB NZ Ltd	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:
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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Moderate importance

Feedback

699

NAME: Zane	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

There seems to be a focus on straight sections of road, obviously because this is the easy stuff. But how about info, and changes, on intersections and roundabouts (eg: Basin Reserve) which are trickier to design but often more important (eg: Check and learn from London's cycling infrastructure implementation).

Thinking about the proposed changes and the different ways people use the area, 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?	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?

Important

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

Low importance

Feedback

700

NAME: Koen Greven	SUBURB: Island Bay	ON BEHALF OF: Get Lost Cycling	ORAL SUBMISSION No
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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:

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

Feedback

701

NAME: Esther Crookbain	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Very positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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?

Important

Feedback

702

NAME: Julia	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Please allow small dogs on the bus.. it would mean I am able to bus rather than drive every day. I also can't rely on the bus system at the moment as they are always late or ghost busses that never arrive.

Thinking about the proposed changes and the different ways 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?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Very important

Feedback

703

NAME: Jesse Drabble	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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	Moderate importance

Feedback

704

NAME: Jasmine Smith	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plan. It is essential to provide Wellingtonians with safe, efficient, affordable, and low-carbon emitting means of transport. With well considered and designed cycle ways, cycling will be a genuine option for people who would otherwise be put off by dangerous drivers and obstacles such as parked cars. Continuous protected bike lanes are the best way forward, for cyclist and motorists. Unfortunately, it's too difficult to change driver mentality and behaviour so solid, safe infrastructure is vital. For example, just this morning I was cycling along the Hutt Road and I had to stop suddenly because a driver pulled out in front of me without indicating, they were also on using their phone. Had the bike lane been protected and separate from the rest of the road and parking, this would not be such a danger.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

705

NAME: Nicholas Lane	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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've been riding my bike to work on the existing Riddiford St improvements and have felt significantly safer and more comfortable riding my bike. I'd be more likely to ride my bike to work each day if the whole route to town was a cycleway. Riding down Adelaide Rd - even in the bus lane - feels unsafe due to the parked cars, busses and traffic driving by.

Thinking about the proposed changes and the different ways people use the area, 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?	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

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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Very important

Very important

Feedback

706

NAME: Sophie Jacques	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Consideration to the camber of the road in the cycle lane needs to be addressed. Utilising parking bays is great, but this is where the camber of the road dips away, as well as where lots of service cover are, creating more hazards and an unsafe riding surface. Refer to the Riddiford cycle lane where service covers have aprons and surrounds that change level.

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

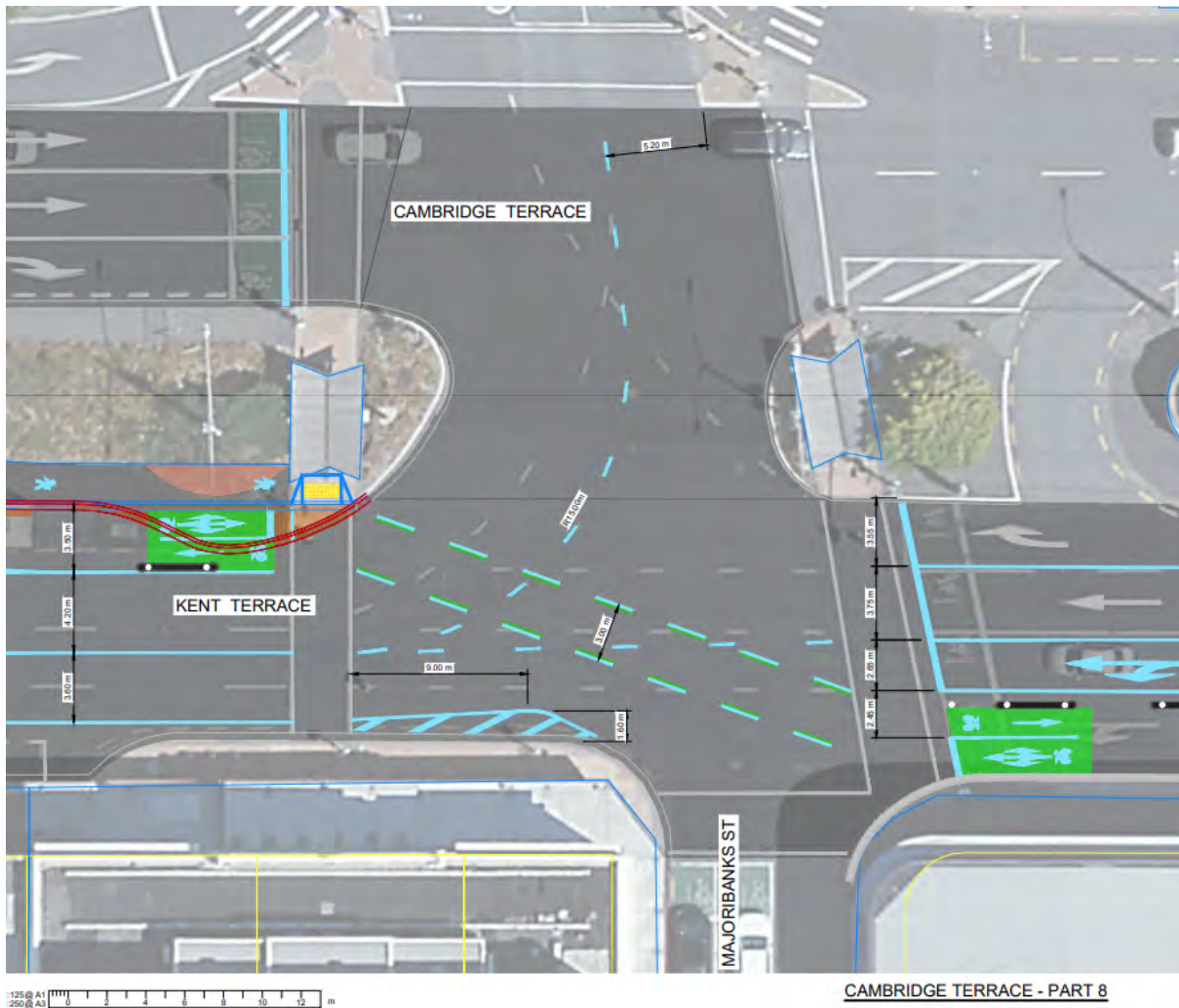
Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	Positive

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:

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?
Important	Moderate importance

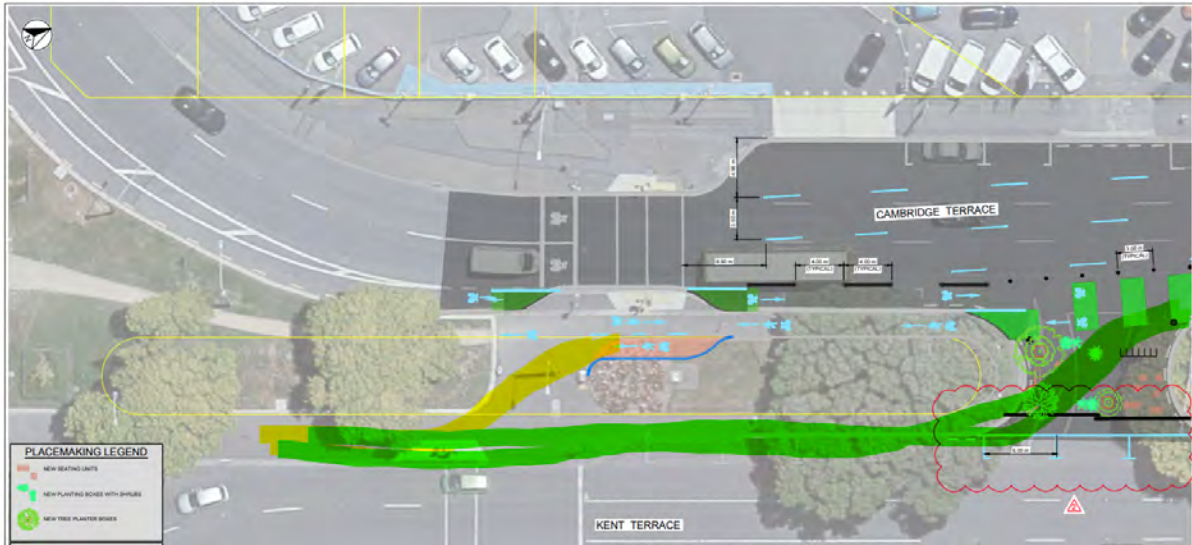
Newtown to City Feedback SJ.docx



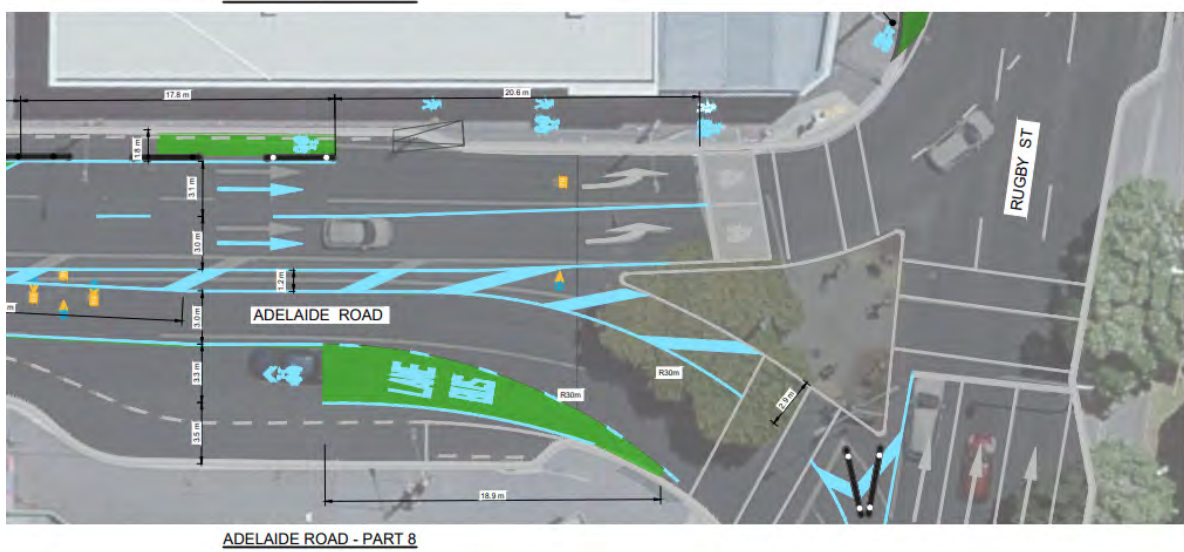
How do traffic engineers see this working well with vehicles? Will there be a designated light for cyclists? Similar to Victoria Street?

A two way cycle way is ambitious to start with as some of the widths for the two way cycle way are too narrow at turning points.

This scenario goes against all best practice cycleway infrastructure. Its mind blowing that this is where the design has landed. Against traffic protected by a wheel stop and some sticks, isn't going to cut it for the safety of cyclists, scooter riders and skate commuters.



Again, not addressing the use of the Basin. Understand its not always open to cyclists, but the majority of the time it is. Cyclist aren't using the gravel path, or the route on Cambridge terrace. There is a conflict with pedestrian here that needs to be addressed and better thought through. The placemaking opportunity is a weak one, temporary OK, but not permanent. Who do you see using this space? Cricket punters a handful of times a year? Better utilised for the cycleway.



ADELAIDE ROAD - PART 8

The connection to the basin reserve seems to somehow slipped off everyone's radar? Why? This is one of the most well used and most important connections to upgrade. Why is it not being addressed? It will keep happening in an unsafe manner if WCC don't address it.

Feedback

707

NAME: Josh	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
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?	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

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

708

NAME: Aaron	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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

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?

Important

Feedback

709

NAME: Sue Slater	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
 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?
Very important	Very important

Feedback

710

NAME: Chris	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

711

NAME: Kayla	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 use the bus stop by Hospital Road (going towards Newtown) often when getting to the Supermarket. Removing this will be annoying for me but not the end of the world as I can walk the extra distance, it is just very convenient.

Thinking about the proposed changes and the different ways people use the area, 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?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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:

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

712

NAME: Peter Bellam	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Separated cycleways get more people cycling because of more protection from car and truck traffic, safer conditions.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

713

NAME: Iain McGlinchy	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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

714

NAME: Ben O'Brien	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:

If the changes between John and me in streets are any indication this is going to be a disaster. Merging two to one, exit from wellington hospital car park in the middle and then very short stretch to get back to two lanes to turn left into mein street. There is going to be accidents here for sure and a lot of very frustrated motorists.

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

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

715

NAME: Angus Lindsay	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 generally support the changes proposed. However, I do worry about the impact that this will have on the businesses in the surrounding area. There are several businesses that operate in the evenings around Fifeshire Ave, College St etc., which will be heavily impacted by the removal of the 44 parks on the medium strip of Cambridge/Kent terrace. Several of these businesses have memberships of over 150 members. The parks in the surrounding side streets will be unlikely to accommodate these people, especially on weekend mornings when there is also many people visiting nearby cafes and shopping etc., These parking changes will likely affect my place of work and impact on the surrounding businesses.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	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:

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?

Moderate importance

Feedback

716

NAME: Judith Carnaby	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Every day (except those days of horizontal rain) I take my toddler to kindy by bike from Kilbirnie, and then ride on through Newtown to the city to work. And the reverse home. Safe, separated cycle ways are so important for our, and other peoples', safety and wellbeing. I am experienced and confident cycling, but it can still feel scary and unsafe. More families like ours should be able to choose to cycle. It should be easy and safe, and enjoyable. So far the cycle lanes in Newtown have been a great development, and I strongly support the further development and completion of the next stage. Being able to get safely from home to the city, and enjoy the waterfront and access to other amenities, cafes and restaurants by bike, is something we should all be able to do.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
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

Feedback

717

NAME: Sam Muirhead	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 that while the bus platforms are a little awkward in their current (temporary, plastic) state, the general idea is really sound and I'm looking forward to the permanent version.

Thinking about the proposed changes and the different ways people use the area, what 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

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

718

NAME: Anna Ward	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have concerns about the section at the bottom of Adelaide Rd joining Rugby Street. The plan is to have bikes heading north go onto the footpath. From the plans it looks like this is the exact same spot pedestrians wait at the light to cross the road. This is a very busy crossing for pedestrians how will bikes fit on the footpath? This seems to be a very dangerous option. I work on Rugby st and need to get across the pedestrians crossing to bike home up Adelaide road, I have to very gingerly bike on the footpath down Rugby st to the crossing along with many other bikes also doing the same, to add bikes going in the other direction as well as pedestrians all on the same footpath, I can't see how we would all fit! It's a likely spot for collisions I think! Otherwise the plans are excellent. Both myself and my husband bike every day to work in the city and back, but my 3 daughters do not bike as there us no safe option for them at the moment. I would love to see my eldest daughter bike to Wellington East College from Newtown, and my other 2 daughter bike to Newtiwn school, hopefully these changes would allow this to safely happen! Thank you and the sooner the better please!!

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

Walking in the area?	Positive
Using the bus?	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

Feedback

719

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Manu Ward	Newtown	An individual	No

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:

1. The blind corner on the approach from Adelaide Rd into Rugby Street cycleway may need more thought. As a cyclist I will not mount the footpath as there are too many pedestrians and cyclists approaching the light-controlled crossing, and waiting for the lights. I think a cyclist turning left from Adelaide Rd into Rugby St is safer to remain in the main traffic lane. 2. Cycling south along Riddiford St in front of the hospital: any way to ease the bend into the approach onto the ramp up to the bus stop crossing? 3. Vehicles exiting the hospital onto Riddiford St often stop across the cycle way waiting for a gap in (car) traffic. 4. The main Newtown shops along Riddiford St between Mein St and Constable St is extremely well-used by pedestrians and cyclists, especially at school start and finish times. Pedestrians can barely pass each other at the bus stop without stepping onto the road (157 Riddiford St). Could there be scope to increase footpath widths and cycleway connection through here? Ultimately converted into a shared zone, or perhaps one-way (with south-bound diverted to Daniell 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:

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

720

NAME: Woody	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Good, but need different design at the bus stops. People don't look when they walk out of the bus. Bikers should flow with traffic and not have to dodge walkers in these areas. Maybe buses pull in and bike lane is on the other side. Berhampore

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
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

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

721

NAME: Stella	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 see Michael Gazleys plan for cyclists through Cambridge terrace. We can't go down to one lane on state highway 1?

Thinking about the proposed changes and the different ways 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?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	
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?

Moderate importance

Feedback

722

NAME: Ben Sandle	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

723

NAME: Fern	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 moving away from cars as transport, however due to work and being able to visit family, our household has one car. We live on Rintoul Street and I'd like to see the introduction of residents parking on Rintoul street in order to ensure that those on and around Rintoul Street who have cars can safely park them near their homes. I feel as though it is important I can park near my home as I can find carrying shopping long ways difficult, and I feel unsafe at night if I have to walk a long way from my car to my house. I know that getting rid of parking in other parts of Newtown will have a flow on effect to busy streets near the shops. However roads like Daniell st, Wilson rd, Adelaide rd, Hanson st all have residents parking but Rintoul doesn't. It is important to me that if this project goes ahead this is addressed.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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:

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

724

NAME: Alice	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Positive
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?	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:

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?
Moderate importance	Very important

Feedback

725

NAME: Jayron	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 I park on Kent terrace every second day to get to the gym. If you take these parks away you need to replace them. Yeah get rid of them if you can't find anything else to spend government money on, but while your at it, wack up a ten story parking lot.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:
 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?
Not important	Low importance

Feedback

726

NAME: Raquel	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

727

NAME: Nigel sirisomphone	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

728

NAME: Cameron Dykstra	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

729

NAME: Andrew	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Neutral
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?	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

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	Moderate importance

Feedback

730

NAME: Mike Cui	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

need more bus stuff. Traffic doesn't improve if you add more lanes for cars. It has been shown in cases overseas.

Thinking about the proposed changes and the different ways people use the area, 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?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce 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

731

NAME: Alex Bush	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	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?	Very 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:
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

Feedback

732

NAME: Angus Woodhams	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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:
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	Important

Feedback

733

NAME: Sarah Moodie	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

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

Feedback

734

NAME: Jacob Molyneux	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
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?	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

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	Moderate importance

Feedback

735

NAME: Jaimee	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?

Moderate importance

Feedback

736

NAME: Iga nowak	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Don't know
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?	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

737

NAME: Penny Farthing	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This is a debacle in the vain of island bay. You'd think the council would have learnt but no.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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

738

NAME: Angela Houston	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
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:
 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?
Not important	Moderate importance

Feedback

739

NAME: Rueben	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Cars in Wellington never made sense, but bikes and public transport does.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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:
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	Important

Feedback

740

NAME: Tim	SUBURB:	ON BEHALF OF: wellington college enviro club	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

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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
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:

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	Moderate importance

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

741

NAME: Grant Clarke	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

742

NAME: Kate Clarke	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Like adjustments to Mein St intersection. I would like to see Mein St either one way, or with parking only on one side? Perhaps, all non-resident parking should be 120mins in inner-city suburbs to assist turnover. Commuters should be encouraged to not drive. Remove car parks on John St by supermarket ahead of bus stop - then there's space for bikes to continue up the hill without having to swing into traffic.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

743

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Richard Clemo	Island Bay	An individual	No

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, it'll only be after the connection is in place that I'll feel safe riding with my kids from the southern suburbs. I know most other people feel the same way, so this is the best way to encourage mode shift, address our goals for the climate and getting on with improvements to make Wellington a more liveable city. Some other comments: - thanks for fixing the ramps on the bus stops, they're much smoother now! - i don't see how in this plan you are supposed to transition into the Basin from the south via the centre island, which currently requires moving amongst traffic into an unmarked, potholey island on the right going north. Please make this clearer. - going south on Kent, please improve the traffic phasing so that cyclists get a green wave. It's currently impossible to get from Majoribanks to past Vivian in one phase rather than have to wait for a solid 5-minute red light cycle for SH1 traffic so improved phasing timing would make a huge difference. - please keep communicating, then enforce infringing vehicles as soon as bike/bus lane improvements are made. - please get on with it, you would have seen and heard the positive feedback about this route 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?	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

744

NAME: Annoyed	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Low importance

Feedback

745

NAME: Kahu Filipo	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Negative
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?	Very 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:
 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?
Not important	Not important

Feedback

746

NAME: Niki	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Neutral
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

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	Moderate importance

Feedback

747

NAME: Laura Nixon	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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:
 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

Feedback

748

NAME: Richie Russell	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

749

NAME: Erica Mangin	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Support all changes, the temporary bus lane and cycleway changes that have already been made on Riddiford st have made me feel so much safer as a cyclist and faster travel time when on the bus. I've also been pleasantly surprised that traffic hasn't been as impacted as much as I had thought it would. Driving through there even on weekends doesn't seem any worse. Would like to see some more enforcement of bus lanes as still some people who use that lane to skip the queue.

Thinking about the proposed changes and the different ways people use the area, 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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

750

NAME: Holly	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Since moving to Melrose I've been put off biking to work. The cycle path is awesome but when it ends I no longer feel safe, I'm not sure what route is safest into town as I've had near misses every route I try due to no lane. I'm scared of someone opening a car door on me so I stay near the centre only to get yelled at! These changes can't come soon enough, we need to change the way we think about transport and move away from cars as the main mode of transport. Thank you for your hard mahi!

Thinking about the proposed changes and the different ways 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?	Negative
Living in the area?	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?	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

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?

Important

Feedback

751

NAME: Gary McAlpine	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Please just get it done. I have been filling in these feedback and consultation forms for SIX YEARS and there is still ONLY the Island Bay cycleway.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	Very 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:

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

752

NAME: Cade	SUBURB: Kilbirnie	ON BEHALF OF: Outdoorsmen	ORAL SUBMISSION No
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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 of cars will be slower = more carbon. I agree with having a cycleway going along the side of mount vic, dropping down into the city at multiple places

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

Walking in the area?	Don't know
Using the bus?	Neutral
Riding bikes?	Positive
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?	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 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

753

NAME: Elvira	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

754

NAME: Catriona McBean	SUBURB:	ON BEHALF OF: dsport	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:

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:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	
Working/owning a business in the area?	
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:

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

Feedback

755

NAME: Angus Dunn	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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?	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 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?
Not important	Moderate importance

Feedback

756

NAME: KG	SUBURB: Johnsonville	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:
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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

757

NAME: Hone	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 carparks outside the hospital are vital for short hospital visits, as the carpark is full most days. The temporary bike lane has effectively turned Ridderford St into 2 lanes from 4 which has increased conjection a lot, causing a lot more delays and emmissions. Hardly any bikes are using it from my observations, just like the other bikes lanes, eg Island Bay. This is causing massive disruption for the benefit of the 1% who bike this route. It was perfectly safe to cycle on the road as it was.

Thinking about the proposed changes and the different ways 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?	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?

Not important

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

Moderate importance

Feedback

758

NAME: Bill	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

As a cyclist, public transport user and private car owner I dont understand how these changes benefit any road users. The issue we face is congestion creating traffic and the way to solve this is bigger wider roads that can accommodate more vehicles. If the road is wide enough, cars, cyclists and buses can all use them simultaneously (and safely) with no need for specific lanes. There will be less traffic through Newtown and less angry road users - win, win, win for cyclists, buses and cars.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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:

Very 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?
Not important	Important

Feedback

759

NAME: Folkers	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
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?	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

Feedback

760

NAME: Igor Albornett	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Important

Feedback

761

NAME: Morag McDonald	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Negative
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

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

Feedback

762

NAME: Joe	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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	Moderate importance

Feedback

763

NAME: Nathan Cook	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

764

NAME: Anna Farrow	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

765

NAME: Bella	SUBURB: Berhampore	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:

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

766

NAME: Tegan	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Just want to make sure the bike lanes aren't interrupting access to buses - the current temporary lanes are unsafe and a bit inaccessible due to having to step off the bus onto a platform that even though marked the markings are unclear and there isn't much space between the part where you hop on/off the bus and the cycle lane. I know a normal bike lane will be much safer, but have concerns about any interruptions so please co-design with CCS Disability Action and other disabled organisations to make sure it's all safe and accessible

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

Walking in the area?	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

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

Feedback

767

NAME: Maria cross	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very 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?	Positive
Living with mobility or accessibility issues?	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:
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	Moderate importance

Feedback

768

NAME: Kevin	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

769

NAME: Romilla Carlson	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 happy to see bike lanes but not on main arterial routes. Only one person in our household of five can currently ride and use bike lanes. For the rest of us the loss of parking makes life a lot harder.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	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

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

Feedback

770

NAME: Darran Austin	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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:
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?
Important	Important

Feedback

771

NAME: Maya Yash	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Doesnt make sense to convert the existing narrow roads into a cycle path. It will make traffic worst. Welly's lousy windy rainy weather is not conducive for cycling all year round. Get a mass rapid transit monorail system going that will benefit thousands rather than just a handful of cyclists!

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Important

Feedback

772

NAME: Ray	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	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:

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

773

NAME: Jill Ford	SUBURB:	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

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:

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

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
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Feedback

774

NAME: Caitlin O'Donnell	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
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

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	Important

Feedback

775

NAME: Wendy Aldred	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Bike lanes need to be effectively separated from car and bus lanes, with adequate barriers to prevent encroachment by cars.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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:
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	Important

Feedback

776

NAME: katrina tamaira	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 believe that any changes to roading should centre on climate change, but disabled drivers must be also be prioritised.

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

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

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

777

NAME: Darryn	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

After all the delays please get this done! (also it's great to see WCC responding to feedback on the already built section). I live in Newtown and commute this route using my bike and the bus. Currently I only bike when the road is dry as I feel it's too dodgy with the current road layout sharing with traffic in wet conditions. I also only use Adelaide Rd on the way into work and take a large detour around Evans Bay on the way home as I find it far safer with it's cycleways. This project will allow me to bike in all conditions and also let me bike directly home rather than around the bays. That's a 15/20 minute time saving each day (about as good as what the \$1billion transmission gully provides). There will always be the usual complaints about loss of parks, but as the main arterial route into the city, there is no room for people to store their cars (a bad use of space). Also, from a bus commuting perspective, I'm all for rationalising the stop locations to speed up the journey. As it stands many stops are far too close together. It would be good to see more enforcement of cars using the bus lane, trying to sneak past other traffic. One bit of feedback from the section already completed: You need to do a better job at removing the old lane marking and catseyes. When it is dark/wet it is quite hard to see which set of markings are currently in use!

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

Walking in the area?	Positive
Using the bus?	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

Feedback

778

NAME: Community Corrections	SUBURB:	ON BEHALF OF: Community Corrections	ORAL SUBMISSION No
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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:

Community Corrections is situated at 42 Adelaide Road. We work with members of the community who need support and who already struggle to access us and engage with us. Removal of parking will make this barrier even larger. The flow on impacts of this are significant to community safety. Our clients need to be able to access us.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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:

Don't know

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

Feedback

779

NAME: Colin Gerrard	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Need to ensure cycle lanes design includes:

- Smooth surface – i.e. not chip sealed
- Make ramps permanent and without interface joints
- Use long lasting nonslip materials and check / maintain / replace regularly to ensure safety
- Sweep cycle lanes regularly – these need a higher frequency to normal roads as there is not the heavy traffic sweeping and bikes are more susceptible to punctures. Across Wellington cycle lanes are not swept regularly enough and cause regular punctures
- Ensure each lane is wide enough to allow faster cyclists to safely pass slower ones
- Do not include drain grates etc. in the lane width
- Ensure manholes are flush in cycle lanes
- Design transitions into / out of cycle lanes to be taken at a reasonable speed – at present several cycle lanes need to be transitioned at a snail’s pace to safely enter / exit.
- Assume the cycle way will be used by non-locals – make the design and route intuitive. There are several examples where cycle lanes dip in and out of the road with limited markings etc.
- Bus platforms effectively become a stop for cyclists when there is a bus at the stop as pedestrians enter / exit Also need to ensure that people have options – can’t always cycle / use public transport, so road through capacity must be maintained with suitable off street parking available

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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?

Important

Feedback

780

NAME: Kirsty	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Good to see the changes around Mein Street, the current set of lane between the traffic lanes was terrible design. Not clear from plans whether the slip lanes outside the basin will also close. Would be good if that was also closed, of it not something should be done to slow traffic down as they enter that lane. End of Cambridge / Kent having to cross road to reconnect to bike lane not ideal, be interested to see how that will work in practice, especially as I imagine the low priority there will be on actually getting a crossing light.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

781

NAME: Philippa Nelson	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 desire to have a 'protected phase' to avoid conflicts between left turning vehicles and people on bikes riding straight through the intersection will need to be constructed with the view that it will be 'safe' for children to use. ie Those who may not understand what it is like to be a vehicle operator (e.g other distractions). Many cars pull into the advance green stop boxes, that as a cyclist I am inclined to not use them.

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

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

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	Important

Feedback

782

NAME: Millie Ferrick	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 will have considerable impacts on the local businesses and services providers. Our service on Adelaide Road relies on being as accessible as possible and the reduction of parking means we are likely to see a decline in people coming through our doors. Further, as a user of businesses in Newtown, I occassionally also rely on parking in the area in order to support local. While I appreciate the need to reduce emissions and assist with climate change, I believe a more balanced approach the supports the local economy would be better.

Thinking about the proposed changes and the different ways 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:

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

783

NAME: Dolores Hoy	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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'd prefer to see continuous bike lanes. Where not possible I think the traffic lights phases should have a bikes first setting. At the north bound lane at John st intersection/Adelaide junction I think the advance stop box needs to move up to a flatter spot or the pedestrian crossing move back. many cyclists are slow on starting and feel danger from vehicles behind them. I support moving the southbound bike lane to the kerbside as it approaches Mein Street. At the north bound approach to the basin, many cyclists currently access the centre island from the right-hand northbound lane of Adelaide Road. Especially non e-bike riders. when its a strong northerly none e-bike riders wont' want to go up rugby street. please keep riding access to the traffic island so riders can cross at the crossing and go through the basin. Adding a marking would help make the connection clearer. Without this access many non e-bike riders will be put off riding this route.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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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Very important

Very important

Feedback

784

NAME: David Adams	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

785

NAME: Paul Diamond	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 iteration of the plan looks great, and would make me feel much safer about cycling this route. I like how buses, bikes and cars are separated.

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
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?	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

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

786

NAME: Kim Young	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Investment in public and active transport infrastructure is an investment in the common good. As part of building healthy communities and creating a stable climate, public and active transport needs to become the default way of moving people around urban environments. Politicians need to recognise the opportunity we have right now to build active transport infrastructure that will take us into the future. This is such a necessary project. I bike to work from Newtown to Thorndon daily. This will make a profound difference to my levels of safety & comfort. The short section of protection on Riddiford St is already great & just shows what can be done cheaply & quickly. It ain't just about me & other commuters though. The benefits of this investment to connect Newtown & the waterfront will also encourage more cycling by kids, families & others who would like to give cycling a go at all times of the day & week. It is irrefutable that every single trip that can be moved from car to bike is good for the individual and for communities and for the environment. Wellingtonians spend approx \$1.3b a year owning & running cars so a \$220m investment in cycleways over 10 yrs only needs to reduce household travel costs by 2% before it pays for itself (& that's without considering other cost reductions such as lower road maintenance). Even only a 15-20% uptake of cycling in Wellington would be world class & pay back the investment many times over. I also endorse all the points made by Cycle Wellington in their submission regarding the design

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

787

NAME: Joel Miller	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

General support. Would prefer cycleway on Kent and Cambridge Terrace was on the edge of the road for easier access to shops, rather than stuck in the middle of the road.

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

Walking in the area?	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?	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

788

NAME: Andy Bartle	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

789

NAME: Robert	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

790

NAME: ray	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current set up past hospital causes traffic to back up towards the zoo in the morning The raised bike ramps are dangerous as some cars bang into them Merging cyclists dont care about traffic an think the whole road is theirs CYCLES SHOULD BE REGISTERED

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

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Low importance

Feedback

791

NAME: Elliot Y.	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very 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?	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:

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

792

NAME: Nina	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

793

NAME: Anna	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

794

NAME: Anna	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
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

Feedback

795

NAME: Sam Snowden	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

796

NAME: Sofia	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:

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 government, why does the council inisist on spending tax payers money on these observed 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:

Walking in the area?	Negative
Using the bus?	
Riding bikes?	
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

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

797

NAME: Steve Mackle	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Concerned about additional delays for cyclists/pedestrians if traffic light phases don't provide enough time, or multiple times for them to cross lines of traffic. Hania Street will become a key route for traffic trying to head North from anywhere on Kent Terrace South of Elizabeth St. May need to allow for that.

Thinking about the proposed changes and the different ways people use the area, what 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?	Neutral
Visiting a business in the area?	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?
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Very important

Very important

Feedback

798

NAME: Diane Mackle	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Overall, fully support improvements to cycling/pedestrian infrastructure, but have a couple of queries/comments. 1. Adelaide Rd/Basin Reserve Northbound - will it require waiting two sequences of lights for bikes to cross, or will there be a change of phase allowing to people to cross from the left of Adelaide Road directly to the Basin Reserve in one go? 2. How will the phasing work for crossing from Cambridge to Kent sections and vice-versa. This may lead to long wait times for cyclists. 3. Same comment re Riddiford St crossing Mein St. 4. Although great to see targeted safety for cyclists/pedestrians, the southern turning slipway should possibly be kept open for cars, or improve profile and access to Hania St. Otherwise those travelling South but wanting to go North will need to either go around the Basin or back through Mt. Vic.

Thinking about the proposed changes and the different ways people use the area, 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?	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

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

799

NAME: Frances Redpath	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Better signage for both cars and bikes would be really useful; is it possible to put signs above the roads like they do in the States? I've been cut off many times as cars swing last minute across the cycle lane to get to Mein St. Clearer signage at the hospital exits would also be good; cars tend to sit over the cycle lane.

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

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

800

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Sheila Hart	Southgate	An individual	No

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 have commuted by bike for nearly 30 years, starting in London as a 15-year-old commuting to my weekend job at McDonald's! I do not need a cycleway to encourage me to utilise active commuting, however, I am constantly amazed at how much more relaxed I feel in a separated cycleway. It makes me realise how much tension there is when sharing the road with cars. In addition, as a doctor, advocating for active transport is crucial if we want to reduce the disease burden in our community. It is well proven that active commuting, making exercise fit into your daily routine, reduces morbidity and mortality for all of our big killers, and that effect is most pronounced for biking. And of course, the benefit of reducing emissions is clear. But, change is hard, that is why we need the government and council to lead the way in making these changes, for the greater good of our community. Specific comments I would support bus lanes being bus only all day - it is essential to prioritise modes that get people out of their cars. That should be a priority all day. The cycleways must connect to make them user-friendly. The design at the northern end of Cambridge Terrace onto Oriental will be crucial to ensure those riding bikes use it and don't move over to the road to head west into the city. Paint the cycleways all the way along, clearly marking the flow, especially across intersections. For example, heading north and into the basin, you have to move to the RHS of the road to cross, this should be marked more clearly for people riding bikes and those driving cars. I support the change to move the cycleway to kerbside heading south on Riddiford through the Mein street intersection. Phasing of the lights, and regular green lights for those biking are crucial. It would be great if Rugby Street's cycleway could be improved for those heading down towards Adelaide Road. The design at present is really poor and the risk of collisions is high as you approach the corner and lights. Heading towards the intersection you have to ride on the pavement, and there is no indication that this is permitted. Furthermore, the visibility as you approach Belfast street is poor for both drivers and those riding bikes.

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

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

Living with mobility or accessibility issues?

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

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

801

NAME: Joe Stephens	SUBURB: Newlands	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:

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 disapear? 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

802

NAME: Antony W	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

Feedback

803

NAME: Ryan Chard	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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:

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

804

NAME: Matthew Reid	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

805

NAME: Mel	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ensure that you do not leave sharp corners, ruts, recessed drains, protruding Street furniture or other hazards for cyclists to navigate. Remember bike tyres are smaller than car tyres! For example, on the Evans Bay cycleway where it crosses Cobham drive there are multiple small niggles that affect the experience. There is a drain at the aid o the road that if hit at any speed on a road bike, can cause damage. A traffic light pole in tbe middle of the bike lane, and further towards Kilbirnie a confusing and a counter intuitive give way sign where the bike lane crosses Kemp 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:

Walking in the area?	Very positive
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?	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 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

806

NAME: Ryan O'Connell	SUBURB: Other	ON BEHALF OF: Switched on Bikes	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:

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

807

NAME: Marcus Richardson	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

808

NAME: Beau	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Important to provide safe bike lanes however also need to ensure that cars are able to make the route

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

809

NAME: Jean	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

810

NAME: Dan Racle	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
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

Feedback

811

NAME: Anya Kemp	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 would be great to have bike racks on all of the buses to make multimodal transport easier and more accessible for people. This would encourage people to transition out of personal vehicle usage which, in turn, would make parking less necessary. I do support this plan and think it's a great step towards a reduction in emissions.

Thinking about the proposed changes and the different ways 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?	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?	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

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

Feedback

812

NAME: Lauren	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Don't know
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?	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?

Important

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

Very important

Feedback

813

NAME: Jess kelly	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

Feedback

814

NAME: Lucy	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

815

NAME: Zoe Glentworth	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Safer cycle lanes are so important! People feel so unsafe and the barrier to cycling in Wellington is high. Less people in cars means less carbon emissions ! Better health and increased mental health for the city. Holding a hinge point on businesses not having enough business due to car parks does not make sense, as people can park their bike outside.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

816

NAME: emogene bird	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Neutral
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:
 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

Feedback

817

NAME: Rayne	SUBURB: Kelburn	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 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:

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?	Neutral
Visiting a business in the area?	Very positive
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:

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

818

NAME: Vivien	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

819

NAME: MIA	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Traffic lights are a bit dodgy with the oadedtrians, bikes and cars

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
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 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

820

NAME: No bro	SUBURB:	ON BEHALF OF: on behalf of a primary or secondary school	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

Don't know

Please provide any comments here:

You need to hire a completely new team your current one is unfathomably 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:

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

Thinking about the city's goals to reduce 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

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

Don't know

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

Don't know

Feedback

821

NAME: Ami	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 new route is great, but more signage about the changes before they happened and how the routes would change for the car lanes would have been good

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

Walking in the area?	Positive
Using the bus?	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?	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

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

Feedback

822

NAME: Chris foster	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

823

NAME: Sam	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Important

Feedback

824

NAME: Matt	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
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:
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

Feedback

825

NAME: Paige	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

826

NAME: Sofia gallagher	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 and moped rider having safe transit options and dedicated lanes makes it so much more appealing to the transit option for the city. Having not only a walkable but rideable city is so important for the future of our city and the addition of these lanes shouldn't even need a vote they should be staples in city development

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

827

NAME: Robbie crawford	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Important

Feedback

828

NAME: Fiona	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
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:

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	Important

Feedback

829

NAME: Liza	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

830

NAME: E	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
These include traffic resolution TR173-22
Don't know

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?	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:
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

Feedback

831

NAME: Eloise	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?	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:
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

Feedback

832

NAME: Lucy	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	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?

Important

Feedback

833

NAME: Thomas	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

834

NAME: Cameron	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

835

NAME: Nikita	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Neutral
Visiting a business in the area?	Neutral
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:

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

Feedback

836

NAME: Marco	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Moderate importance

Feedback

837

NAME: Callum	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	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

838

NAME: Monty	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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:

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	Very important

Feedback

839

NAME: scarlett hong	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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?	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 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?
Important	Important

Feedback

840

NAME: Abi	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

841

NAME: Lucia	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

842

NAME: Scott Alexander	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	Positive
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:

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

Feedback

843

NAME: Pat	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?

Important

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

Very important

Feedback

844

NAME: Charlotte cross	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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?
Important	Important

Feedback

845

NAME: Lachlan Moles	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
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:

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?
Moderate importance	Very important

Feedback

846

NAME: Rachael Crichton	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

847

NAME: Milla batten	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Removing the bus stop between Drummond St and the hospital makes public transport less accessible for those who aren't able to walk/travel far due to physical impairment. This should be especially considered giving the high disabled population in the council housing on Hanson 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?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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:

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

Feedback

848

NAME: Eva albiston	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

849

NAME: gill	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

850

NAME: Rana	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
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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:
Provide bicycle handles for hands on walls to keep it easier for people to get rest when they want to stop sometimes or want to wait for the red light. I had seen such handles in Germany.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	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

Feedback

851

NAME: Gisela Broom	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Although I understand the desire for cycle lanes, I am disappointed that the car parks around the hospitals are going. People needing to go to the hospital need easy parking especially as a lot of patients are impaired. Hospital car parks are full and expensive. It is getting difficult for people over 60 or 65 who can't all of a sudden start biking and who are not disabled, so don't have a right to a disabled car park, to shop at the newtown market for example to be expected to take their shopping on the bus. Can't we make some cycle lanes available for parking at certain times, i.e. weekends or outside of rush hour traffic?

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

Walking in the area?	Don't know
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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

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?
Moderate importance	Very important

Feedback

852

NAME: ella	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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

Feedback

853

NAME: Maddie zwart	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

854

NAME: Tim Bilbrough	SUBURB: Pipitea	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 great to see the bike lane change. After driving in this area it seems really dangerous with the current layout. All the changes look really positive and everything possible should be done to improve biking safety and the efficiency of the bus system to minimise the number of cars on the road and make it easy to get around without 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:	
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?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

855

NAME: Phoebe O'Neill	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

856

NAME: Dan Archer	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	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

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

Feedback

857

NAME: Miro Karlovsky	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

858

NAME: Sarah	SUBURB:	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:

Thinking about the proposed changes and the different ways people use the area, what 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

Feedback

859

NAME: Laura Clayton	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

860

NAME: Colin Smithies	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

861

NAME: Dion thomas	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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?

Important

Feedback

862

NAME: Tarnjeet	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

863

NAME: Daniel	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

864

NAME: Stephen Maslin	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:

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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

865

NAME: guy van der wilt	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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. I am a cyclist and often feel unsafe on this route. Good steps to transitioning to net zero! Lets go

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

Walking in the area?	Very positive
Using the bus?	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

866

NAME: Juliet	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

867

NAME: Lucy Pritchard	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	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

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?
Important	Very important

Feedback

868

NAME: Lisa Reynolds	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

As a cyclist, commuter and weekend user, I totally support safe cycle routes but think fast efficient and cheap public transport will be a preferred transport alternative for many and the most effective way to get people out of their cars. I do not let my children ride bikes on the road as it is unsafe and am not convinced the proposed changes will make a difference to that decisions.

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

869

NAME: Kiely Campbell	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

870

NAME: Grace	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
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?	Very negative
Living with mobility or accessibility issues?	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 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

871

NAME: Henry	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

872

NAME: Gus	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Very positive
Visiting a business in the area?	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:

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	Important

Feedback

873

NAME: Oliver prisk	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very 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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

874

NAME: Oscar Damerham	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
We need cycle lanes to give people travel choice.

Thinking about the proposed changes and the different ways people use the area, what 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

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

Feedback

875

NAME: Nick Cooper	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bus platform bike lane on both the hospital and western side are a bit clunky with poor transitions from the road . Please provide a smoother permanent solution.

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

Walking in the area?	Positive
Using the bus?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

876

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Simon Randall	Lyall Bay	An individual	No

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 published cycle network plans show cambridge terrace linking with courtenay place. This is going to be a key connection with the proposed changes along Courtenay place and because there will be no cars. I would think this would be the most used route. But from looking on teh plans i cannot see how if i was riding down cambridge terrace i would turn onto courtenary, or vice versa. The cycle lane is on the opposite side of the road. The same goes with linking to Wakefield st, how will that connection work? I can't see it on the plans. Teh network planes are flawed as they dont identify any key arterial cycle routes. They show routes down courtenay, wakefield and cyldes st. Surely it would be better to have a main route through town and to the station from which a proper cycle route could be designed. It will be impossible to do that on all these streets. That is teh approach many other cities have taken, including London. Identify where you can best provide a proper fully connected bike lane and route and build there. Don't try and put cycle lanes on every st, there isn't enough room.

Thinking about the proposed changes and the different ways 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?	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:

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

877

NAME: James Tawhiri	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
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:
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?
Not important	Low importance

Feedback

878

NAME: Karah Sutton	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

879

NAME: Tanya Piejus	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

880

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Marianne Rosalind Bevan	Newtown	An individual	No

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 have wanted to cycle around Wellington for a long time but have always been put off by concerns about safety. Having this cycle way will make me feel confident biking for the first time so I strongly support it.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

881

NAME: John Gerritsen	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 and do this without watering down the cycle-safety features. You have had expert technical advice - don't sideline it.

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

Walking in the area?	Very positive
Using the bus?	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:
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	Important

Feedback

882

NAME: Bryan Crump	SUBURB: Highbury	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:

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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

883

NAME: Kirill	SUBURB: Churton Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Ignore the NIMBYs and the car lobby. Hopefully the car yards on Cambridge Tce go out of business very quickly and are no longer a blight on our beautiful city.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

884

NAME: Elizabeth Hattaway	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

like lots of people working at the hospital I am worried about the reduced parking. This is not only parking for hospital workers but it is a place for ubers etc to pull in for pickups and drop offs. I often take the bus and have found that the plastic platform areas are very slippery and I have witnessed an elderly man who can into the hospital for a blood test, slip and fall resulting in a gash in his head!

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Positive
Working/owning a business in the area?	Negative
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:

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?
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Moderate importance	Important
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Feedback

885

NAME: David Simpson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	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

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?
Moderate importance	Very important

Feedback

886

NAME: Alexia	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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?

Important

Feedback

887

NAME: Emma Jackson	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Neutral
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

888

NAME: Clare Moleta	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 long-term commuting cyclist in this area, I'm really happy about the proposed cycleway, which I think will make it safer, easier and more appealing for new and less confident cyclists, including kids, to ride between Newtown and the city. The best thing about the completed section on Riddiford St, so far, is not having to worry about drivers opening their car doors on me as I ride. It's good, too, not to have to sit behind, or overtake, multiple buses outside the hospital. The layout of section between the hospital emergency entrance/exit and Main St can be stressful to navigate at busy times, with cars crossing the bike lane at several points, and drivers I've spoken to say they also find this 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:

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?	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

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

889

NAME: Geraldo	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

890

NAME: Anna Win-Mason	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

891

NAME: Janet Roddick	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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

892

NAME: Grace Medicott	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

893

NAME: Lane McLeod	SUBURB: Mount Victoria	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 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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

894

NAME: Emma Osborne	SUBURB: Vogeltown	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 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:

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?

Very important

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

Very important

Feedback

895

NAME: Mike Houlihan	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Feedback

896

NAME: Matt	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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	Low importance

Feedback

897

NAME: Denyse	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Cycleways are over the top and very one sided.

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

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

898

NAME: Dale	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

899

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tony Black	Melrose	An individual	No

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. I am primarily a cyclist, and hear frequently from friends and people I meet that the biggest thing stopping them from cycling in Wellington is fear of being hit by cars while having to navigate thin streets alongside moving and parked vehicles. Seeing the proposed changes goes a long way towards what I think will alleviate these fears for people and get them using active transport over their cars. The proposed changes to the bus network, and creating 24/7 bus lanes I also feel will greatly benefit the usage of, and further proliferation of public transport for the city. 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. I support the repurposing of street space as much as possible to enable people to travel by public transport, walking, scooting, and cycling. Feedback for the proposed changes follow, much of it is in line with cycle Wellington, and I will mark sections where I expand upon their suggestions with my own.

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.

Adelaide Road I support removal of the median strip, and reallocating street space from parking to protected bike lanes.

Basin Reserve - With personal additions 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. If the route through the Basin Reserve is not to be made available 24/7, please consider options to create a continuous cycle lane around the outside of the Basin. This extends also to cycle traffic coming through the Mount Vic tunnel, as it is coming from Hataitai into the city means diverting toward Cambridge / Kent Terrace, or joining in to traffic headed towards Newtown, following along an area marked no cycling that would be the most suitable direction for a cyclist to follow to reach Newtown. Ideally though, a 24/7 route (outside of major events) through the Basin Reserve would be ideal for the Newtown to City route.

Cambridge Terrace I support continuous protected bike lanes, and converting the turn bays to green space.

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 - With additions 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. 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. I also believe that if you designate the lane to a sole purpose, people will imbue it with that meaning more easily, which will lead to them considering the space in a different way that changes their understanding of the best ways to get around. This will in turn increase use of public transport, and of cycling, and further reduce the use of, or perceived need for, cars. Thank you for the work done to consider and move forward on these infrastructure changes. I feel very positive about these changes, and the health of the city should they be implemented.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

900

NAME: Geoffrey A,	SUBURB: Khandallah	ON BEHALF OF: The Khandallah Company Ltd	ORAL SUBMISSION No
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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 business owner, my staff want to ride bikes, scooters and skateboards to work. The cycle ways will provide a safe conduit for their journeys. Currently the danger, of riding to work is a common theme of discussion with morning coffees. It should not be so difficult for people to ride a bike to work. These proposals will make a difference and will allow more people to ride. At my company approx 1/3 don't ride due to safety- nearly all women, as they feel less confident riding around cars and trucks.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

901

NAME: Tyron Smith	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current street set up is not safe to cycle. With cars and buses and white delivery vans, all taking lane space. I often have to ride on the footpath in heavy traffic. Some people have a general disregard for people on bikes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

902

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mark Andrews	Newtown	An individual	No

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 changers are required to allow people to safely travel in a zero carbon way. Without cycle ways they must either catch buses or drive

Thinking about the proposed changes and the different ways people use the area, what 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?	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?

Important

Feedback

903

NAME: Nathan Stacey	SUBURB: Churton Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Quick and easy non-car transport options is vital. This plan is a good one that I fully support

Thinking about the proposed changes and the different ways people use the area, 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?	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?
Important	Very important

Feedback

904

NAME: Jan Asmuth	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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's very important for to have a safer route to travel through Newtown with my kids on the bike.

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

Walking in the area?	Very positive
Using the bus?	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?	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	Important

Feedback

905

NAME: Jonathan O'Dowd	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

906

NAME: Andrew	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Car centric transport solutions can't be the answer if we want to move forward as a community. It needs to be a planned 'systems' change where we think about all forms of movement and how they integrate, including; walk, running cycling, bus, mobility scooters (my mum goes 2km to church every week on one) push scooters (all the kids that go to local intermediate schools - make it safe so parents dont feel like they have to drive their cars, that congest the roads and are one of the biggest dangers to other children...) and lets do it quickly and efficiently. I really dont want to live in a soulless car centric city like LA, where there is no centre or sense of community.

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

Walking in the area?	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

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

907

NAME: Karl	SUBURB: Southgate	ON BEHALF OF:	ORAL SUBMISSION No
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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 section at the basin end of adelaide road (part 7) appears to funnel cyclists up rugby street. There is poor connection from this cycleway to the basin and then through to cambridge terrace. This will lead to large numbers of cyclists electing to not use the cycleway when travelling south in this location so they can transition to the median strip and then on to the island as they do currently. This will cause further ire of drivers complaining about cyclists not using the cycleway. Additionally the corner of Rugby and Adelaide is a current location of conflict, with cyclists and pedestrians competing for space on a blind corner (albeit the glazing in the shop on that corner does help see around it). Please consider whether a 'straight on' lane could be provided for bikes at this location to enable them to cross to basin reserve with advance traffic signals, similar to that proposed in the amendments to riddiford (part 1 and 2). Rugby St pt 9 - suggest the unbroken line should be extended further up rugby st to encourage right turning traffic to move over earlier Riddiford pt 3 - the existing traffic lights need to be angled to enhance visibility to cyclists on the cycleway. There is poor compliance from cyclists with these lights. cambridge terrace - suggest median line is required throughout length of bi-directional cycleway to demark north v south travelling vehicles. This will help to avoid conflict oriental parade pt 2 - this section is useless for southbound cyclists. Needs to connect better to the waterfront to get any chance of cyclists using it. factoring in road crossings and signals, this would add one an extra 5min to my 15min commute. I certainly won't be using this section as designed. Would be better to send cyclists on to courtney place and down blair st and chafers and connect to to the waterfront that way.

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

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

908

NAME: Pete Gent	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the proposed changes. I support continuous protected bike lanes throughout the route. I believe that bike lanes should be painted green continuously through the project, to provide clear visible cues to all road users. I also support the changes to vehicle parking. They align with broader WCC parking policies.

Thinking about the proposed changes and the different ways people use the area, what 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?
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Very important

Important

Feedback

909

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Leah Murphy	Island Bay	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:

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:

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?	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

Feedback

910

NAME: Virginia	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

911

NAME: Emily	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

912

NAME: Nathan	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Removal of car parking around the hospital is not great. It creates more congestion and pollution as people drive around looking for car parking. The road markings are very confusing.

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

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
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:
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	Moderate importance

Feedback

913

NAME: Ian Rosemergy	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 completed sections are great. The cycle way is critical for safety. Cycling The brief section from the basin reserve to the hospital has nearly resulted in my death twice in the last year. Anything to separate cars and bikes is essential

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

914

NAME: Shona Maslin	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

915

NAME: Kate	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Negative
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:

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

916

NAME: Niam	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 People who work in Newtown who live outside of Wellington rely on parking in newton. Just upgrading bike routes and bus routes excludes the needs of the people who support the businesses whether as employees or customers. Taking away all of the free parking and significantly decreasing other parking options is driving people away and angering the ones that actually need to be there is not looking at the future. All I see is the city council taking away parks to fill a quota for being more eco friendly in the quickest way possible without actually talking to the people it directly affects in the area. They "move" parks. Just to replace it with paid parking so that they can take even more money.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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:
 Very 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	Low importance

Feedback

917

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?

Very important

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

Very important

Feedback

918

NAME: Lucy Fauth	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

919

NAME: Ben	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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. 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:

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?

Very important

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

Important

Feedback

920

NAME: Borit	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Can you please don't remove U-turn between Kant Terrace and Cambridge Terrace.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Positive
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:
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?
Important	Important

Feedback

921

NAME: Tana	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 work that has been completed is more dangerous less economic and ridiculous there's no parking for the hospital or businesses in the area it's creating more traffic once again and not getting Wellington moving 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:

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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

922

NAME: Andrew G	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Don't know
Using the bus?	Positive
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
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:
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?
Important	Important

Feedback

923

NAME: Corrin	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

924

NAME: Rowan Selwood-Eyles	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Car-free (or at least car-reduced) cities, aided by improving public transport and cycleways, is something I strongly support and believe Wellington should we aiming for - we can do that by enacting the changes suggested in this proposal.

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

Walking in the area?	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?	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

925

NAME: Connor	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Don't know
Using the bus?	Positive
Riding bikes?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Very important

Feedback

926

NAME: Barry Chisholm	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

927

NAME: Elizabeth Chisholm	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

928

NAME: George Davies	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 black plastic raised platforms are ugly, impractical(Ramps are broken/get broken) and worst yet, slippery when wet. This is the only concern for me as a E-Skater. Also that lane crossing thing out side the hospital is more dangerous now than it was before the cycle lane went through.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

929

NAME: Fernah	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like the existing changes. I regularly bike to the hospital and spread feel safer However when driving towards newtown, the left turn into Mein st is very clumsy

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

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

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

930

NAME: Craig Atkins	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

931

NAME: Andrew Robertson	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 isn't perfect but it's such a huge improvement on the previous situation.

Thinking about the proposed changes and the different ways people use the area, what 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

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

Feedback

932

NAME: Scarlett	SUBURB: Newtown	ON BEHALF OF: on behalf of an organisation	ORAL SUBMISSION No
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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:

1 We can have a cycle lane in the center island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc 3 The reduction in parking time to P60 is too short and needs to be at least P120 4 The council has not investigated the full impact to traffic around the Basin and customers of these changes

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

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

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

933

NAME: Andrew Monastra	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
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?	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:

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

934

NAME: Luisa Kliman	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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:
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

Feedback

935

NAME: Jonathan Markwick	SUBURB: Mount Cook	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 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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

936

NAME: Henry Peach	SUBURB: Morningside	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Love your work. I would appreciate if WCC could do away with the special deal for Gazley motors to unload cars in the middle of kent/Cambridge. Given their lack of concern for other road users I don't see why we should give them preference use of the road. They can make space for an unloading bay on their property if it's essential.

Thinking about the proposed changes and the different ways people use the area, 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?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

937

NAME: Robert le petit	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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

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

Feedback

938

NAME: Helena	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:

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?
Not important	Important

Feedback

939

NAME: Ralph Mayman	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Why spend all these millions of taxpayer money to build a cycle route only 3% want... especially with all the water problems going unresolved

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

940

NAME: Beki	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

941

NAME: Jacqui Pfahlert	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle lanes between Mein St and John St. Make it impossible to find street parking for blood testing services at SCL Labs on Ridiford St and in hospital foyer forcing ratepayers to pay exorbitant fees in hospital parking IF you can find a park. The provision of frèe short term on street parking is essential to the viability of these services

Thinking about the proposed changes and the different ways 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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Feedback

942

NAME: Hilary	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Negative
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:

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

943

NAME: Edmund Capie	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Moderate importance

Feedback

944

NAME: Ellen	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current Newtown hospital road situation is beyond terrible, I have absolutely no idea how a cyclist hasn't been killed yet, and am sure it will happen any day now. I don't believe Wellington city council is competent at cycle lane design

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Don't know
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?

Not important

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

Important

Feedback

945

NAME: Leigh Bardsley	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

946

NAME: Andre van den Assum	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

947

NAME: Aaron Graham	SUBURB: Johnsonville	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 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:

Walking in the area?	Negative
Using the bus?	Very negative
Riding bikes?	Positive
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:
 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?
Not important	Moderate importance

Feedback

948

NAME: Darcy	SUBURB: Maupuia	ON BEHALF OF: MTI Wellington	ORAL SUBMISSION No
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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:

Kia ora, I am a cyclist and an advocate for active transport. I also use the bus services and the (limited) parking available in these areas of the city. My concern with the proposed changes is the omission of parking spaces in place of the bus and cycle lanes. Whilst I like to cycle, the reality is that when it's windy and/or wet; these are not conditions that are safe for cycling and so I drive to my destination (College st) and use the parking in that area. However, the proposed changes render parking spaces to less time and fewer parking spaces. This will not only negatively effect my ability to find a park, the parking duration is not long enough for me to park there whilst accessing the services that I pay for on College st. And so, this design needs to be reconsidered so as not to sacrifice on parking spots or the duration. I'm all for cycle lanes but not at the sacrifice of parking. I think there's an alternative here and would strongly consider the council and the urban designers to consider the perspectives and impact that these proposed changes will have on local businesses and residents. For example, the islands in the middle of the road on Cambridge Terrace. There is space here that can be better utilised for parking or cycle lanes etc. It's a good first draft but it's not quite there. Please reconsider your designs before implementing your proposed changes.

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

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

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?

Important

Feedback

949

NAME: Leda	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like to see better communication and negotiation with those that will be affected by the changes such as shop owners, drivers and cyclists themselves. A few people I've talked to already think the position of the bike lane on Adelaide road (mein st) is a little unsafe and my friend who works at on of the shops on Adelaide road who had to move, said there didn't seem to be a lot of discussion and consultation with shop owners. I think for people to get on board with these changes face to face meetings and community outreach to come up with best solution that fits most if not everyone.

Thinking about the proposed changes and the different ways people use the area, 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?	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

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

950

NAME: Kath	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Moderate importance

Feedback

951

NAME: Mike O’Sullivan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 main mode of transportation is car accomodate them don’t hinder them. You ruined Island Bay “twice”

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

952

NAME: Debbie Bell	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

953

NAME: Chris	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Moderate importance

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
MM	Mornington	An individual	No

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. I used to cycle a lot while living abroad before I moved to Wellington, and I am hugely disappointed by how hostile and frightening the cycling environment is in Wellington. The reason I rarely cycle is this environment. There are plenty of anti-cycling submitters who say that cycling is a minority form of transport – but those people are failing to count all the drivers and bus users (and people who don't make pleasure trips at all) *because* it is so unpleasant to cycle and even to walk in Wellington, owing to the noisy, fumey, ugly environment in Wellington that has been created for the benefit of cars (not people). I travel by car around this Newtown to City area often, but (unlike when I lived abroad) I never stop at shops or cafes – because the area is unpleasant and polluted by cars. Generally in Wellington I shop less, and eat out and drink out less, than I did abroad, because of this environment. I am not unique – the unpleasantness of Wellington's urban space as cars have taken over is the core reason for its economic decline as a place. Wellington needs to drastically change the balance of its streets from ugly car-focused speedways to multi-use spaces that allow people real choice about how to move around. This needs to happen fast, not slowly as has been the case for too long. This is not just because of the street appeal, but also more importantly because of the climate crisis we are in, the urgent need to make this city traversable by people of all ages and abilities, and the need to reduce congested car domination to increase our ability to move people at all. – 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. Please ensure the new bike lanes are available and enforced as soon as possible once street space is reallocated. 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.

Thinking about the proposed changes and the different ways people use the area, what 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

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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Very important	Important
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Feedback

955

NAME: Peter Ramage	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

956

NAME: Jonty Joseph	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Negative
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:
 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?
Not important	Moderate importance

Feedback

957

NAME: Pene	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

It's tough enough for businesses along Adelaide road to get customers with how little parking there is around the area. Some of the businesses are 'destination' type businesses. Therefore you do not just walk past and think, hey, I'm going to go in. People make a conscious effort to visit these businesses, and they will not be able to sustain if the parks are taken away.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
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Moderate importance	Not important
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Feedback

958

NAME: Brian Andersen	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Having a medical condition that restricts my walking I have found I can easily travel 10's of km by ebike. I have found the existing bicycle paths extremely helpful to cycle safely. Cycling in traffic is extremely dangerous. I have experienced inattentive drivers forcing me into the kerb or against parked vehicles. I have also had aggressive drivers deliberately try to force me off the road or into obstructions, or overtake me in dangerous circumstances forcing oncoming vehicles to take evasive action. These problems are much reduced where there are cycle lanes but there still are problems at intersections with drivers not seeing cyclists, or possibly seeing them and turning anyway. Having used the existing partly completed cycleway past the hospital I am strongly in favor of its completion. As a driver I initially found it confusion when traveling south. Better signage would help. Finally better enforcement is needed in the bus lanes.

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

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

959

NAME: Lauren	SUBURB: Island Bay	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:
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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

960

NAME: Kendell	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have witnessed countless near miss crashes outside the hospital where the changes have been implemented. Having the second lane disappear before the hospital entrance and then quickly having to move back into it straight after the entrance while also looking for bikers is dangerous. I have been personally impacted by the removal of parks outside the hospital when attempting to take my sick 10 month old daughter to the emergency room. There were no car parks available. Changes to the parking options on the side streets is pointless, as these were already hard to get before the changes were made. Removing parking outside the hospital is the stupidest thing I have ever seen. In addition, your decision is having direct impact to the local businesses - including the parking outside the local Corrections site where people of the communities lowest socio-economic group are legally required to report and suffer legal consequences should the fail to do so. They are being forced to use paid Wilson car parking (which is only temporary as apartments are being built in the near future) which they will be not be able to afford thus resulting in further financial penalties for them. This is a key social service which is being directly impacted. The WCC did not complete appropriate community engagement and lied about having done so.

Thinking about the proposed changes and the different ways 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?	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?	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 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?
Not important	Moderate importance

Feedback

961

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Dave K	Island Bay	An individual	No

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 supportive of the development of this cycleway as part of a connected network. This will have a meaningful positive impact on the wellbeing of my household. We ride our cargo bikes with children daily, and I ride this route more days than not. I not infrequently fear for my life and those of my children due to poor cycle infrastructure and poor driver behaviour. I live with a chronic medical condition, and riding my bike is important to my physical and mental wellbeing. My partner is at risk of seizures and currently unable to drive. Her bike is her freedom, and enables her to be active in our kids' lives despite many challenges. This cycleway will increase her confidence to cycle to the waterfront more regularly. People who claim this proposal is bad for those with accessibility challenges and disabilities are, based on our lived experience and some others I know in the disability community, simply wrong. That said, there is a missed opportunity to further embrace the Parking Policy and provide additional mobility parks. In particular near Newtown School (where I understand there are concerns about loss of carparks and impact of this on accessibility), and also Drummond Street near Braille House etc, where there is likely unmet demand. Suggest those near Newtown School (both on Mein and Riddeford itself) could be timed (P60 or P120) mobility parks, so they are available for those visiting the school, SCL labs and nearby shops. Biggest safety concern I saw was a narrowing of the two way cycle path at Elizabeth Street, for the sake of one (potentially three) car parks. This is unnecessary and a real safety risk for cyclists, and could easily be avoided by removing a car park (or max three) and further tweaking lane markings. While not perfect (for example I'd prefer one way cycleways, and to have it connected around the Basin) I fully support this proposal (ideally with suggested tweaks) as it will have a positive impact on many families and future generations. For avoidance of doubt, I do not support the "Gazley proposal" as it puts pedestrians and cyclists in direct conflict, cyclists and Welsh Dragon patrons in conflict, and seems unsafe and against best (or even good) practice for many reasons. Thank you for your leadership and foresight in supporting this proposal, and then encouraging it to be connected to Island Bay ASAP.

Thinking about the proposed changes and the different ways people use the area, 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:
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	Important

Feedback

962

NAME: Penny	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current set up outside Wellington Hospital is totally impractical. The loss of so many carparks along both Riddiford St and Adelaide Rd will impact those with mobility issues and effect the businesses in these areas. I strongly oppose the very dangerous path of the cycleway cutting across and into a single lane of traffic outside the hospital (where some vehicles have just merged) This iis not at all workable. I walk along this stretch of road daily and often see near misses between cyclists and vehicles. Dedicating an entire lane for buses is causing vehicular conjestion along both Adelaide and Riddiford streets at peak hour. The number of vehicle users versus the cyclists as a percentage does not warrant such a significant change to the layout. I commute by car but am also a cyclist so I can see the view point from both sides. The Gazley proposal utilizing the middle strip between Cambridge and Kent Terrace for the cyclists is the best idea yet!

Thinking about the proposed changes and the different ways 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?
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Feedback

963

NAME: Chris R	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Riddiford Street has always been stressful to ride down especially at busy times. I really appreciate the improvements that have already been made.

Thinking about the proposed changes and the different ways people use the area, 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?	
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Positive
Working/owning a business in the area?	
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

Feedback

964

NAME: Jill Kelly	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

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

Feedback

965

NAME: Rebecca	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 removal of street parking in Riddiford Street outside the hospital to accommodate a tiny percentage of cyclists is absolutely absurd and should never have been allowed. The hospital has very little visitor parking and the street parking was essential for those coming to hospital appointments and to visit unwell patients. You have made visiting the hospital a much more stressful experience for people now.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Positive
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?

Not important

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

Low importance

Feedback

966

NAME: Nick Eastwood	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Are you trying to kill people? You can not safely get off a bus outside of the hospital. Meanwhile the whole thing slows peoples movements.

Thinking about the proposed changes and the different ways 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

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?
Moderate importance	Very important

Feedback

967

NAME: H	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 daunting having to cycle around the basin and up Riddiford St especially at night. There are so many side streets and street parking on an arterial road ie Riddiford and Kent Tce is absolutely unnecessary.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

968

NAME: Khoi	SUBURB: Mount Cook	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:
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

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

Feedback

969

NAME: Mark Clapham	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Disastrous and it will only serve to choke the route even further

Thinking about the proposed changes and the different ways 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

970

NAME: Jennifer	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

971

NAME: Richard Murcott	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:

PLEASE acknowledge this submission. 1) Do not install a “No Right Turn” from Cambridge Terrace to Pirie Street at the Vivian Street intersection. 2) maintain existing driveable intersections between Kent and Cambridge Terraces. 3) Increase car parking for visitors to the REGIONAL hospital. 4) I object to the removal of car parking in Riddiford St. 5) It is preposterous to provision parking within the hospital's car park(s), for customers of services/businesses in Riddiford St. Please ensure parking remains for businesses in Riddiford St e.g. the shops at the north end of Riddiford St. 6) The needs of patients visiting the Regional Hospital have been minimalised in this Traffic Resolution. Unwell folk, and those caring for unwell people, cannot contemplate travelling to/fro the hospital on two-wheels! Or, even a bus. It's wreckless to remove parking provisions, when a viable option DOES NOT exist. Indeed some of the TR proposals will cause traffic congestion; will cause stress, and impact the health and well-being of users of the Hospital. 7) These use-cases HAVE NOT been given adequate weighting (or even a mention in the biased Traffic Resolution).

Thinking about the proposed changes and the different ways 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?

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Feedback

972

NAME: Michaela	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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?
Important	Important

Feedback

973

NAME: Rebekah Bakker	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 used to cycle everywhere when I lived in Hamilton as the roads are much wider and there's more cycle lanes. I stopped cycling when I moved to Wellington as it didn't feel safe. I think this is a great idea!

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

Walking in the area?	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

Feedback

974

NAME: Ian Lancaster	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

To meet carbon targets change of habits is required. Just get on and build this cycle route as it will allow habits 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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?	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

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

975

NAME: Lucy	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

976

NAME: Rebecca	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Negative
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?	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	Moderate importance

Feedback

977

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Ian Paterson	Brooklyn	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:

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
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:
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

Feedback

978

NAME: Bruno	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 I don't agree with removing all the parking along Cambridge terrace, I think parking should be removed in more inner city places but Cambridge and Kent terrace are already wide streets and the parking is essential

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
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?	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:
 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?
Important	Moderate importance

Feedback

979

NAME: Jo Mason	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bike lanes. Biking is my method of transport and the current section of bike lanes makes me feel safer. I can't wait for the rest to be in place

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

Walking in the area?	Very positive
Using the bus?	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?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

980

NAME: Lsb	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 turn left after the hospital is difficult and puts cyclists and car users at risk No parking to attend the hospital for short visit. Not everyone is able to 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:

Walking in the area?	Negative
Using the bus?	Negative
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?

Not important

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

Not important

Feedback

981

NAME: Matt Davies	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 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. I would prefer continuous protected bike lanes. Please ensure the traffic light phasing on Kent/Cambridge will suit people crossing intersections 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. I strongly support the provision of dedicated road space for public transport. It is important that, where possible, public transport has smooth, unobstructed passage. 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. Parking changes I support the changes to parking. Where special arrangements are made to accommodate parking, ensure they do not conflict with Council parking policy and hierarchy of uses 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:

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?	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

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

982

NAME: Asher Emanuel	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 travel this stretch by car and bike and have been pleased with the changes made so far.

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

Walking in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

983

NAME: Linda	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

984

NAME: Wendy Proffitt	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bit done already outside The Hospital is appalling - cars driving from the city have to cross the cycle lane to turn left into Mein Street. Scary for drivers and unspeakably dangerous for cyclists/scooter riders. How could any traffic engineer ever design this?! At least it's outside ED and the ambulance station - who don't need more customers.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	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?	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:
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

Feedback

985

NAME: Phil Clayton	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 changes and believe they will benefit the safety and travel options of cyclists and public transport users. The design should include the use of green markings on the cycle lanes to make it clear to all street users of the existence and placement of the lanes. The area at the southern end of the Basin Reserve (specifically the traffic island) needs to have clearer indications (markings or signage) that it is shared by pedestrians and cyclists. The current layout and signalling has cyclists travelling north/south cutting across the path of pedestrians travelling east/west. The bus lanes should all be 24/7. The suggested 'peak' times do not match the peak times for metlink bus fares. If the bus lanes are not to be 24/7 in some places, then metlink peak-farepayers should be able to benefit from the bus lanes. Metlink peak times are weekdays 00:01–08:59, 15:01–18:29. <https://www.metlink.org.nz/getting-started/tickets-and-fares/cards-and-passes/off-peak-travel/>

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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
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Feedback

986

NAME: Sophie Rattanong	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very 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?	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

Feedback

987

NAME: Sally Ogle	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

988

NAME: Ruth Korver	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

989

NAME: Thomas Reilly	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:
There is already a serious lack of parking strangling businesses around the city. The parking that is available is too expensive as is

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:
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	Moderate importance

Feedback

990

NAME: Charlotte	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 new Riddiford St layout is more dangerous now than ever. More accidents will happen and more traffic delays. I have already nearly been hit on Riddiford st as a car didnt see the merge and niw people rush to change lanes more and aome are driving in the bus lane and pulling out when they realise. Im an keen to Improve bus lanes but 3 % cyclists should use the roads we have already. It's not a big enough majority for anyone to care about wasting money over.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Negative
Using the bus?	Don't know
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	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 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?
Not important	Very important

Feedback

991

NAME: Michael Burgess	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very positive
Working/owning a business in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

992

NAME: Rosemary Rowe	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Very positive
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?	Negative
Living with mobility or accessibility issues?	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

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

Feedback

993

NAME: Hannah Clarke	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

General safety feedback: I would like to see reduced speed (down to 30km) along the entire route while the changes 'bed in' for all. Since the Riddiford St cycle path was installed, in addition to an general increase in aggression, I've been nearly hit several times at the junction of John St by motorists overtaking me to turn left while I head straight ahead. With cyclists crossing car lanes, especially at Majoribanks St, a reduction in motorists speed will be good. Perhaps a B light to give cyclists a chance to get across could be implemented? I've also encountered many vehicles over the cycle lane at the hospital exit on Riddiford, including ambulances. Forcing cyclists into the lane and swerving to reenter the barriered cycle lane. The yellow box needs to include the cycle lane.

Design feedback: I can't see how a cyclist heading North crosses Adelaide Road gets there swiftly or safely. Currently I indicate to the middle of the road and join the crossing to the Basin there. This works really well and could be incorporated. The corner of Rugby and Adelaide is blind and narrow and a significant hazard for pedestrians and cyclists, adding more cyclists waiting to cross will be an additional hazard. This needs to be addressed as part of this design process. I don't see that in these designs. Could an ASB be included on the right lane so cyclists can cross directly to the Basin entrance and not muddle with pedestrians who already do not follow the crossing lanes? I also cannot see how cyclists connect to Cambridge Tce, or from Kent travelling south when the Basin is closed, which regularly happens. Will the cycle lane become a shared path around the Basin? Please include this in designs.

Access feedback: I would also like to see a council initiative to make cycling cheaper. This is an accessibility issue. It's great that cycling will be safer but it won't mean anything if people can't afford bikes. Ebikes are especially prohibitive in cost and with the route south being nearly entirely uphill, it's a slog on an old acoustic bicycle. LG needs to lobby govt to extend rebates to ebikes to enable people to justify the investment. It's crucial that cycling is truly accessible or it runs the risk of being ablist and elitist. Ebikes are expensive, and most of inner city Wellingtonians do not have garages or access to storage, personally I don't have anywhere to charge a bike outside or protect it from our weather. These are important pieces of the puzzle.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

994

NAME: Justin Lane	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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	Important

Feedback

995

NAME: Pierre	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	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

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

Feedback

996

NAME: Vanessa Rushton	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

997

NAME: Jolyon Swinburn	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:

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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	Very positive
Living with mobility or accessibility issues?	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:

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?
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Very important

Very important

Feedback

998

NAME: Ella Knox	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

999

NAME: Chris	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	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

Feedback

1000

NAME: Alistair Brown	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1001

NAME: Brenden Crocker	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1002

NAME: John	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Some general feedback based on what's been done to date on Riddiford and around Wellington: Don't skip the hard bits! How safe a route feels depends almost entirely on the worst bits, putting down patches of green where cycling is easy does little to improve safety. Don't skimp on green paint! Make the whole path green along its length. Any gap in green is a warning that there's a problem that urgently needs fixed. Don't obsess about separate lanes, try wide painted continuous lanes first. This is a common strategy abroad when roads are too narrow to accommodate separate lanes - the paint allows overlapping use but clearly communicates priorities between cyclists and motorists, as well as communicates expectations on how much space a motorist should leave when overtaking. This really works because a huge part of safety is psychological, and it's suitable for most roads allowing a rapid expansion across the city. Get whoever does the work to take real pride in it! Pride and good value should not be mutually exclusive. Give them bikes to test it. Build it with them. Whatever it takes. Blurry lines, weird angles and patchy paint jobs do not attract new cyclists. Pride in work shows.

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

Walking in the area?	Don't know
Using the bus?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1003

NAME: Zoe Ogilvie-Burns	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Visiting a business in the area?	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?
Important	Very important

Feedback

1004

NAME: Ben Everist	SUBURB: Island Bay	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:

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

1005

NAME: Aemilia	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 daily user of the newtown cycleway, I strongly support these cycleways and separated bus lanes. I'm really happy to see separated bike and bus lanes (especially near the mcdonalds) - this will significantly improve how safe I feel biking and I believe speed up the buses at the same time. A further area I find really dangerous is mein street as it is very narrow with lots of parked cars and cars exiting the hospital carpark - i would love to see this street safer for cyclists and pedestrians as well.

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

Walking in the area?	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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1006

NAME: William	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 supportive of these proposed changes because they are essential to enabling us to reduce our CO2 emissions through increased use of low & zero emission transport modes. This route is important to completing a linked up network of cycle lanes from Island Bay & Kilbirnie to the central city, and the changes will help ensure buses are able to run to timetable. Comments about this proposal: Kent & Cambridge Terrace. Please retain the full time bus lanes on this section. Cambridge Terrace is not a busy thoroughfare during the day and there is no need to create extra space for private vehicles at the expense of certainty for buses. Kent Terrace is a busy bus route between Courtenay & Elizabeth St, and between Pirie & the Basin Reserve the SH1 traffic makes it difficult for buses so creating a bus only lane at all times for the full length would be useful. I fully support the reduction of parking to enable these changes to occur. The Council's parking policy regards on street parking as a low priority. Cycle lanes should be continuous along the whole length. I'm concerned there doesn't seem to be any provision for what will happen when the Basin Reserve is closed because of events held there. Perhaps pedestrians should use either the east or west side, and cyclists the other so there is no conflict in use of the footpath.

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

Walking in the area?	Very positive
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?	Neutral
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

1007

NAME: Jeff Soukotta	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 make sure to do this job right, from the start. The more the cycle paths are separated from the road, the more safer cyclists will feel, and therefore the more people will use them.

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

Walking in the area?	Very positive
Using the bus?	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?	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

Feedback

1008

NAME: Iain	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1009

NAME: Reece Pomeroy	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1010

NAME: Alex Auty	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Expand the size of the project

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1011

NAME: Rachael	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is already horrendous, this makes it worse. How about making the bus more accessible to all parts of Wellington first (including the outskirts of suburbs) then improve the already existing bus route.

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

Walking in the area?	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?	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:
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?
Not important	Low importance

Feedback

1012

NAME: Aidan	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Probably one if the more stupid ideas from this council. When you make it hard for cars to get through, this will lead to traffic which, in turn will lead to more green house gasses being pumped out as car engines have to run for longer to get from A to B. Complete was of rate payers money and pandering to the absolute minority of residence who ride bikes, while neglecting the majority who do not. Plus this councils track record of incompetence will result in in cost over runs and failure to meet deadlines. I and most other Wellington residents, are firmly against this idea. Please listen to us and don't proceed ahead with a stupid idea in order to make it seem as though you're having a positive affect on climate change, when in fact it will the exact opposite effect.

Thinking about the proposed changes and the different ways people use the area, 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?	Don't know
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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 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

1013

NAME: Cait	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1014

NAME: Garth Bates	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1015

NAME: Anna Jackson	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like to see these changes made as soon as possible. Ideally I'd like to see more solid structures separating bike lanes, that were good looking, maybe with planting involved. Also, how will this connect to the Island Bay cycle route? It is important to have a connected route across the city.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1016

NAME: Ben	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

1017

NAME: James hilson	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'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:

Walking in the area?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1018

NAME: Kate Stone	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

My daughter rides her bike along this route to work in the city and I want her to be able to safely ride into and from the city while she does her bit to reduce carbon emmisions. I work at an early childhood centre in Newtown near the hosp[ital and many of our families bike with their children. I want them to be able to do so safely also. Also climate change is real and will affect wellington in huge ways. we must invest in infrastructure that reduces carbon emissions urgently. finally I walk to work because I feel its too scary and unsafe for me to bike. I was freaked out by sharing the road with cars and buses who were not tolerant of bikes (this was before the temporay bike lane was put up in Newtown,!

Thinking about the proposed changes and the different ways people use the area, what 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?	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

1019

NAME: David	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

1020

NAME: Hannah	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle along the route to and from work on the days I work in the office. When it rain I take the bus, which takes twice as long as cycling. I have tried to encourage friends and colleagues to try out cycling in Wellington. Many of them are put off due to the traffic and have low confidence on a bike. These changes will help them feel more secure, and are in line with the City's plan to meet our climate goals. I would prefer continuous lanes for the whole route as this will help increase confidence and reduce pinch points which can be scary. Please improve 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. My friend was once asked to pay damages by an insurance company when she used that access and hit a car's wing mirror when it abruptly pulled into the median due to an ambulance passing. They eventually backed down but adding a marking would help make the connection clearer. Please paint all the lanes green to make it really clear they are bike lanes. With the existing new lanes, I've often encountered cars parked in them. I LOVE using the new Newtown cycle lanes and I encourage you to get on with completing the project. Thanks for fixing the ramps leading up to the bus stops.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1021

NAME: Gary Wynn	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plan.

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

Walking in the area?	Very positive
Using the bus?	Very 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

Feedback

1022

NAME: Antony Foster	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 proposal. It is vitally important that Wellington supports safe active transport. I support the use of the public streets for public transport, walking and traveling by bicycle over the storage of private vehicles.

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

Walking in the area?	Very positive
Using the bus?	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?	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

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

Feedback

1023

NAME: Caitlin	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a greener and more eco friendly city with plenty of public transport and bike/foot options are great, I think the way it has been done is incredibly dangerous and have seen many near misses and a few minor accidents outside Wellington hospital did to a very confusing layout that affects pedestrians (particularly as they get on and off buses and bikers try speed through), bikers (as car drivers try to navigate through a bike lane into a turning lane) and drivers (as the try to predict what cyclists and drivers are doing) and I would hate to see someone seriously hurt. Surely there is a more logical way that does not risk harm to people then what has been created at Wellington hospital.

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
Working/owning a business in the area?	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?

Low importance

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

Important

Feedback

1024

NAME: Vita molyneux	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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

Feedback

1025

NAME: Kain Glensor	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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:
 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

Feedback

1026

NAME: Jessica	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have concerns for cyclists' safety for the proposed solution at the intersection Riddiford Street/Adelaide road (Countdown). Bikes turning right into Adelaide road will need to merge with cars to cross the intersection? That strikes me as 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?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	
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

Feedback

1027

NAME: Kate Uhe	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like the trial approach that been used, which allows for changes - respond to issues and make improvements. And it's great to see plans already in the works to improve the existing section.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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:
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

Feedback

1028

NAME: Melissa Harward	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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, the disconnected path means that coming past the hospital and then up to Rintoul street by bike is very treacherous. I would feel much safer if there was a demarcated park there.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	
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?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

1029

NAME: Thomas	SUBURB: Paparangi	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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

1030

NAME: Liz	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Don't know
Riding bikes?	
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
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

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?
Not important	Low importance

Feedback

1031

NAME: Hannah	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1032

NAME: Brett Dunkerley	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

1033

NAME: Ingrid Downey	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1034

NAME: Richard Busby	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1035

NAME: Daniel Wiskar	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

So far what we've seen has been an absolute shambles in planning, design and execution. I think having safe spaces for cyclists is important, but pushing them on us is not the solution. If the council's goal is to reduce emissions, they should be pushing quality, reliable and affordable public transportation.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
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Low importance	Very important
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Feedback

1036

NAME: Jane Dawson	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 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:

Walking in the area?	Very 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:

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

1037

NAME: Joseph Greenslade	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

While I support the general idea of the plan, too many parks are being removed and the shortening of parking time limits to one hour is far too short. There is already a struggle to find parking around the city and although I primarily use public transport, there needs to be a balance for people who need to drive in, too. As I have seen when returning to Christchurch to visit family, the council have implemented I similar plan in several areas including Victoria Street, Colombo Street and Riccarton Road. The lack of parking and streamlining of traffic can be a large issue for street front shops and their customers. I feel there needs to be some balance between the two, as a lot of car parks have been eliminated purely for aesthetic purposes.

Thinking about the proposed changes and the different ways people use the area, what 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?	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:

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?

Moderate importance

Feedback

1038

NAME: Christopher Lorier	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 pedestrian crossing on Kent Terrace near the basin is far too slow. Most pedestrians do not wait for the light, except at peak times, because it takes far too long. Then, you have to wait again to cross Cambridge Terrace, which, fortunately takes a much more reasonable amount of time. Please do something to speed up that crossing.

Thinking about the proposed changes and the different ways people use the area, 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?	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:

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

1039

NAME: Gareth	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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've found myself drawn to cycle through Newtown more since the bike lanes opened, so thank you for that! The sense of safety I get from using these lanes makes a huge difference in my 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?	Neutral
Using the bus?	Neutral
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?	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

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

Feedback

1040

NAME: Warwick	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 idiots don't even use them. The business are suffering because of the cycle lanes.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:
Very 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?
Not important	Not important

Feedback

1041

NAME: Sherilee Kahui	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
I support most of the changes, but removing parking outside of Newtown School will make an already stressful time of day harder for some caregivers.

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	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:
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

Feedback

1042

NAME: Amanda Thomas	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 writing in support of improved cycle line infrastructure. I'm hopefully about to start commuting from my suburb to my work and daycare by bike with my toddler. At the moment, we can go through the Mt Vic Tunnel, but will have to ride the unsafe road through Hataitai. With improved cycle lanes through Newtown, it may be safer for us to bike to the city via that route. Cycle lanes will mean we are more likely to visit businesses in this area, and more importantly, will improve our ability to travel safely and in a low carbon way.

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

Walking in the area?	Very positive
Using the bus?	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?

Very important

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

Very important

Feedback

1043

NAME: Rinor	SUBURB: Makara	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 This only suits cyclist. Buses do get thru Newtown just fine.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1044

NAME: Julie	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I have three specific pieces of feedback: 1. you have changed the bus lanes to only operate "peak" hours. One peak hour part to add back in, specifically on Saturdays, would be the part of Kent Terrace past Pirie street towards the basin. The Basin Reserve is often congested on Saturdays with cars heading through the Mt Victoria tunnel, and a bus lane should be prioritised here to allow the bus to get to the stop, and then across the Basin traffic. Most businesses here that operate on Saturdays can utilise parks around the corner and on Hania Street. It makes no sense to retain carparks here when there is sufficient roads behind for parking. Buses and efficient movement to Newtown should be put above carparks that are barely used except for by the car yard (which can use Hania street behind, or their own business premises). 2. The cycleway north of the intersection with Courtney place where it is on Kent terrace is two way, which means that the cycle traffic heading north will be head-on to car traffic heading the opposite direction. This is mitigated on the part that is on Cambridge Terrace as the lane nearest the traffic is travelling in the same direction. Once it moves to Kent Terrace however, the lanes will be facing each other. As a person on a bike, this will not make me feel safe with a toddler on the rear. I would also not feel safe supporting a child riding in this environment. As a car driver I would not want to come around a blind corner and have a child on a bike heading towards me. This whole set up feels very unsafe. Perhaps there could be a think about putting the bike lane on the inside at this point and closing the around corner option for cars? I think all bike lanes should support ALL riders and having a head on interaction with fast travelling cars does not feel safe for all riders. 3. There needs to be an option for riders who wish to transfer from the Cambridge Terrace down to Courtenay place. This is likely about half or more of the traffic coming along here will want to head down to Courtenay place and along to the CBD. The diagrams seem to have this traffic first merging across to Kent Terrace, then waiting for lights, then doing a hook turn down to Courtenay? I do not think that this will seem logical to riders travelling that way, instead of following the normal traffic flow around the free turn that cars turn left on. I suggest that the barriers should allow this option - to flow back into the traffic lanes and go left. Perhaps even a waiting area for those wanting to merge this way could be created a bit further back? Cambridge Terrace traffic stops and starts a lot with lights, so there is often large gaps that riders could do this. It seems much more likely people will go for the free left turn than a convoluted light-delayed hook left.

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Positive

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?	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

Feedback

1045

NAME: Brock	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ride my 5 year old on the back of the bike along this route, after school to see his grandma in the city. Having dedicated, protected lanes will make all of us feel more confident we'll make it in one piece! The completed section has already made a massive difference (though we hope the shared-lane meat-grinder approaching John St is addressed in future). We also make countless other trips along this route on our bikes, for everything from groceries to presents for kids birthday parties, at all hours on any day. When it's too wet or too windy, we catch the bus, often at off-peak times like weekends. It seems extremely shortsighted to not make at least the Kent (southbound) bus lane 7-7pm every day, as on weekends buses on this route are usually full, late, and at a standstill in heavy traffic. It's no surprise many drivers believe they can use the left-hand lanes on either side of Riddiford, and are confused at bus markings, frustrated they have to merge 'when the lane stops', and upset at the filter approaching Mein (which is excellent traffic calming, the bollards should be retained after the bike lane is moved). The design of the roads feeding into this section of Riddiford need to direct cars into the one correct lane – instead, they feed into two lanes, setting the expectation all lanes are available for through-traffic to race one another to the lights. Even in the planned changes, two lanes enter from John heading south, two lanes run from Rintoul to Hall heading north, and the left lane along Rintoul heading south is not marked Bus Only. These markings need to change so through-traffic stays out of left lanes, and set the expectation these routes have one lane for general traffic in each direction.

Thinking about the proposed changes and the different ways people use the area, 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?	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:

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

Screen Shot 2022-08-30 at 6.32.17 PM.png



Feedback

1046

NAME: Anshul Kaushal	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
This is a wrongly design proposal..you only need a small fraction for cyclists..as you have for other parts of the city..Riddiford is a busy street and you proposal specially turning to only one lane at the front of Emergency ward gate is nothing short of absolute idiocy..you want to introduce congestion point when none exists ...I would like to see a better proposal..

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Positive
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?	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:
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?
Not important	Moderate importance

Feedback

1047

NAME: Yvonne Booysen	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 changes with the exception of removing the right turn from Cambridge to Pirie St. This is under the assumption that the ability to U-Turn at this intersection would also be removed, which would put further strain on the current Buckle St intersection.

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

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

Feedback

1048

NAME: Kahlivia	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1049

NAME: Adrien	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
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 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

Feedback

1050

NAME: Paul SCHRADER	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

1051

NAME: Blair	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1052

NAME: Anna Ferguson	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1053

NAME: Josh Hanley	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 DO NOT go through with this, the city can't take any more reduction of parking availability. Find another way that works as this cannot be what the majority of the city wants OR needs

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	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?

Low importance

Feedback

1054

NAME: Zoe Heine	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 look forward to the completion of this cycle way as it will enable me to bike more and leave my car at home for short trips RE already complete section: Cars are often using the new bus only lanes on Riddiford as they are not well sign posted before the Mein St intersection

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

Walking in the area?	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?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

1055

NAME: Olivia Gallagher	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Very 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

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

Feedback

1056

NAME: Maira	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways 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?	Neutral
Working/owning a business in the area?	Very negative
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:
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

Feedback

1057

NAME: Rory	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

Don't know

Please provide any comments here:

Parking in town is scarce enough. Removing parking near my gym would make exercise significantly more difficult to accomplish. This would likely have a significant negative impact on my personal mental health.

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

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

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?
Low importance	Low importance

Feedback

1058

NAME: Bill Dieckermann	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the proposed changes, especially the work which has been done to date. I feel much safer cycling the stretch of road completed on Riddiford Street, although some more work needs to be done to keep cars from parking inside the bike lane. I hope to be able to stay in the area long term. If constructed, this will make Newtown a safer and more attractive area for families, particularly those with young children.

Thinking about the proposed changes and the different ways people use the area, what 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?	Don't know
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
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?
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Very important

Very important

Feedback

1059

NAME: James Jones	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, 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?	Very negative
Visiting a business in the area?	Very 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:

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?
Moderate importance	

Feedback

1060

NAME: Josh	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 near key facilities and residential properties is already difficult to access in the surrounding area an this only compounds the problem

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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:

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?

Very important

Feedback

1061

NAME: Sam Goddard	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Removing the turning bays on Kent/Cambridge Tce will have negative consequences on carbon emissions as vehicles looking to turn around touse business including motor vehicle repair/wof locations (have to drive the car to these not bus) will need to drive much further and add to congestion at the basin in order to arrive at thier destination.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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?	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:

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?
Moderate importance	Don't know

Feedback

1062

NAME: Nathalie Leamy	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 that a bus lane should operate all day on Saturdays on Kent Terrace. Traffic from Majoribanks to the Basin Reserve is horrific on Saturdays. Buses should have a dedicated lane so they are not held up.

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

Walking in the area?	Very positive
Using the bus?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1063

NAME: Debra	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

For the safety of cyclists the routes should be on planned on streets that are not a main route / high traffic corridor. As with other countries encourage cyclists to use streets with less traffic or through green spaces. This may add 5 -10 minutes to their commute but would be more enjoyable. When riding with my children I would explain the benefits of this. WCC -Don't be anti cars. Elderly and parents with young children still need to drive (electric vehicles) and this needs to be considered when planning. People need to access the hospital and medical centres - if you are unwell you need to be able to get there by private vehicle. Why do you need to include my name and the suburb I live in to be published on your website? This discourages people from completing your survey.

Thinking about the proposed changes and the different ways 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:

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

1064

NAME: p	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Neutral
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:
 Don't know

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?
Not important	Don't know

Feedback

1065

NAME: Ray Deacon	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Reducing on-street parking will force cars to spend more time looking for a park and thus increase emissions. The Kent and Cambridge Tce bike lanes should be run through the median strip, separating the two roads, and not on the existing road. That would prevent the removal of on street parking.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1066

NAME: Danielle Chin	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
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?	Very 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:
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?
Moderate importance	Important

Feedback

1067

NAME: Heidi	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the changes outlined in the proposal. It is imperative that Wellington embraces these changes and makes them as soon as possible. We need to prioritize buses, bicycles and pedestrians and make it safe for them to get to and from the city from Newtown. Our family has lived 2 years in Germany without a car, relying entirely on our bicycles for almost all of our local travel, and using trains and car sharing for longer trips. We know it is possible for the majority of people in a city to commute without cars there is safe infrastructure available, and doing so makes cities much safer, more liveable, healthier and more enjoyable. I currently commute via my own (non-motorized) push scooter between my house in Newtown and my office on the waterfront every day. I do not currently use a bicycle because I do not feel it is safe. I avoid buses because they are unreliable and slow, and usually too full for my comfort zone due to covid. If these changes are implemented to the Newtown - City for bus and bike lanes, I will seriously consider getting a bicycle as it will be faster and more efficient than my scooter. We *all* have to make changes to our daily lives NOW regarding transport (among other things!) to combat climate change, and the proposed changes will help facilitate this greatly. We can no longer rely on cars and the status quo, the clock is ticking, so please approve this plan so we can keep making good progress in this area in Wellington.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

1068

NAME: Ian McKinnon	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

1069

NAME: Kathrin Strati	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 as if the Council is charging ahead with plans the same way it did in Newtown, only to face a legal challenge. The current proposals along Kent and Cambridge Terrace will have massive implications because it is a main arterial route for all sorts of vehicles - not just cars. I would say that by removing the turnarounds on Kent and Cambridge you are potentially increasing emissions, as those of us who choose to drive will now have to drive further to get where we are going, either east or west of the two terraces. Theoretically if you are driving south down Kent Terrace and want to go to Tennyson St you will now have to complete a lap around the Basin to get there. The removal of the majority of parking down Cambridge and Kent (except for maybe couriers etc) and the excuse that there will be provisions made for parking on side streets shows a clear misunderstanding of this neighbourhood. There is no real parking on any side streets and as soon as you hit Pirie or Tennyson or Elizabeth or any other of the side streets you will find it is either residential (which is abysmal in Mt Vic to say the least) or no parking available anyway. I would also be concerned about the recommended changes for Adelaide Road - already a very narrow road whether there is parking or not. Where will people who live and park on Adelaide Road go? And don't tell me that they can catch the light rail - for every townhouse that is built without car parks there will be someone who owns a car with nowhere to put it. This narrow minded, blinkered obsession with this current Council to seemingly try to force people out of their cars is insane. People have a right to move around in the mode of their choice. You can not force people to stop driving and say 'oh but you can catch a bus'. Have you read about the state of our bus network? I've tried to be good and catch buses but they have been either cancelled or late and it can take hours to get anywhere. You can spend 2 hours getting somewhere for a half hour appointment. Not everyone can walk, bus or bike and that seems to be ignored in this current environment of having a stab at people who drive cars.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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

Feedback

1070

NAME: Michelle Maynard	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
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?	Positive
Visiting a business in the area?	Very 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

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?
Important	Very important

Feedback

1071

NAME: Urs Stafford	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Increasing cycleways and bus lanes mean that we can become less reliant on cars, which in turn will make us better prepared for a future without fossil fuels. If we want to halve our emissions by 2030, this is a good way to 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?	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?
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Very important

Very important

Feedback

1072

NAME: Adam	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Any thought of adding in 'filtered permeability' barriers along smaller Cambridge turn-offs to make motor vehicles take a longer route round and make bike routes less traffic clogged?

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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	Important

Feedback

1073

NAME: Jed Davies	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Projects like this are essential - Wellington naturally provides some challenges for cyclists with its many hills and that has been compounded with the emphasis on driving of the last 80 years. I appreciate that council is doing more to make it easier to bike. Even more cycle routes please!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

Feedback

1074

NAME: Stop	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 Stop just stop with it all. Lower speed limits as you have and let us share the road. These things are confusing and create congestion. Take a look at Brooklyn road one whole lane fir bikes when massive trucks busses and cars are stuck with one lane. It was safe for bikes as there was pleabty room for all.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce 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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1075

NAME: Stephen Bannister	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
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

Feedback

1076

NAME: Tania Sawicki Mead	SUBURB: Southgate	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
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1077

NAME: Johnny Haylock	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle lanes everywhere. I have an electric bike that I don't use as much as I should because its terrifying sometimes to cycle in the city!

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	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 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	Important

Feedback

1078

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Thomas	Newtown	An individual	No

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 live in Newtown and my regular busses are the 1,3,23,29 which I use for my work commute to the city. I am opposed to more bus boarding stops, as I believe they are a hindrance to the flow of traffic and people along Riddiford Street, and hurt local businesses. I believe more double decker buses, combined with the bus lane improvements suggested will provide the necessary changes to support the free flow of traffic and people at peak times. I believe the proposal for bike lanes along this route is a bad idea, as I believe the bus lane which is combined with bike lanes works well down this route. I support the removal of one bus stop along Adelaide Road as these are generally redundant in the area they service. I don't believe transport emissions from Wellington has a material impact on Climate Change therefore I cannot support the proposed changes, which will only slow the flow of traffic and will not reduce emissions. I do not subscribe to the logic of building cycleways and they will come. I believe we need to provide accessible parking and transport options for all people, which does not involve demonising people who drive private vehicles.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Don't know
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:

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

1079

NAME: Matt Greene	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have recently purchased an apartment on Adelaide Road. The revised cycle lane plan will greatly increase my ability to cycle to and from work as well as bike to school with my future children.

Thinking about the proposed changes and the different ways people use the area, what 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?

Very important

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

Very important

Feedback

1080

NAME: Sam Segal	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1081

NAME: Matthew Bingham	SUBURB: Newtown	ON BEHALF OF: Kennards Hire New Zealand Limited	ORAL SUBMISSION No
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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:

Speed bumps outside property driveways are likely to make crossing bikes lanes more hazardous and negatively impact trade, particularly where customer's trailers are involved. Is there a better alternative such as bike lane road signage to warn both bikers and motorists?

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
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?	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:

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

Feedback

1082

NAME: Geoff Simmons	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Continuity of cycle lanes is essential. Having them drop in and out is pointless, unless the speed limit is lowered to 30. EG Riddiford st the cycle lane disappears near the intersection, yet there is still a right turn lane for the hospital car park.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1083

NAME: Claire	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have made the section outside the hospital even more dangerous to both cyclist, buses & cars.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Moderate importance

Feedback

1084

NAME: Luca	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 diagonal crossing at the Kent/Majoribanks intersection should minimize conflict between cyclists and road users where possible. There are currently three southbound lanes, so it would be a somewhat long distance to cross. If you're closing the central median turning bays, you can shorten the crossing distance by reducing the amount of road space. Also road users may queue across the intersection near the new Cambridge/Vivian crossing. So I'd recommend deterring this with traffic signalling/road markings, if it becomes an issue during implementation.

Thinking about the proposed changes and the different ways people use the area, 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?	Very positive
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

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

1085

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Catherine Whitehead	Island Bay	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 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

1086

NAME: Maggie	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Don't know
Working/owning a business in the area?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1087

NAME: Ben McKay	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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	Moderate importance

Feedback

1088

NAME: Harvey Livschitz	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1089

NAME: Callum Fraser	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1090

NAME: Nick	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

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

Feedback

1091

NAME: Raja Dahya	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Negative
Visiting a business in the area?	Very 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:

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?
Moderate importance	Moderate importance

Feedback

1092

NAME: Guy Shaw	SUBURB: Newtown	ON BEHALF OF: Energy Architecture NZ Ltd	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:

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

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

Feedback

1093

NAME: Karl van Dijk	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
 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

Feedback

1094

NAME: Kieran	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
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

Feedback

1095

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 REULT 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

Feedback

1096

NAME: Laura Goulter	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1097

NAME: Christopher Baker	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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	Important

Feedback

1098

NAME: Peter	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 don't like how the bike lane becomes unprotected and wedged between two car lanes at the main street intersection. Surely there's a better way? I'm also not a fan of the sections where cyclists have to share the bus lane.

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

Walking in the area?	Positive
Using the bus?	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?	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?
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Very important	Very important
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Feedback

1099

NAME: Katie Strohmayer	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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:

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

1100

NAME: Cameron Birse	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

stop the cycle ways asap, the majority of people hate them! You are eco facists and are ruining our way of life. born and raised in wellington and to see UN agendas taking away the peoples voice makes me sick. time to take everyone i can with me and get out of new zealand

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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:

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	Low importance

Feedback

1101

NAME: A Hanning	SUBURB: Seatoun	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Why waste time and money on cycleways that are hardly used and cyclists continue to use the road - see Oriental Parade as an example

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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:

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?

Very important

Feedback

1102

NAME: Cameron Thiele	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1103

NAME: James	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Positive
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?	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:
 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?
Not important	Not important

Feedback

1104

NAME: Anthony McBride	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1105

NAME: James Hare	SUBURB: Seatoun	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 in Riddiford Street are great, I use them every day. Please get on and do the rest ASAP. I have concerns about removing the righthand turn from Cambridge Terrace in to Pirie Street as there will only be one route to Mt Vic and the crossing at the Basin is difficult to get across into the lanes for the MT Vic tunnel. Can you improve the Basin crossing by creating a clearway area using yellow paint on the road.

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

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

Very important

Feedback

1106

NAME: Ryan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycleway improvements have been a breathe of fresh air for getting to and from Central Wellington from Newtown. It's great to have some form of protection from vehicles and is a great start to encourage more people to cycle in Wellington.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

Feedback

1107

NAME: Megan Cucerzan	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1108

NAME: Emily	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

1109

NAME: Helen	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	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:

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?
Important	Moderate importance

Feedback

1110

NAME: Cade	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

Feedback

1111

NAME: J	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

1112

NAME: Scott Cowan	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Negative
Visiting a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce 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?
Very important	Important

Feedback

1113

NAME: David Binstead	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

WCC written submission.

I strongly support WCC's plan.

Cycling for me means freedom, health, connection, convenience and more smiles per km travelled than any other mode of transit - perhaps apart from standup paddleboarding.

The ability to share that zero-carbon/climate positive mode of transport with others who are currently put-off by safety concerns will benefit everyone in our communities, our collective physical and mental health, and deliver far greater bang for buck than most/all other transport modes.

Cycle infrastructure is egalitarian and widely accessible, especially with e-bikes changing how people consider their commutes. Repurposing street space as much as possible to enable people to travel by public transit, walking, scooting and cycling means everyone wins - even local businesses.

Finite street space needs to be rebalanced for all, not just for the convenience of a very few. Also, this plan is consistent with Council goals for climate (Te Atakura) traffic safety, parking, liveability, and equity. Please get on with it!

Riddiford St.

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.

WCC please:

- roll out the bike lanes smoothly
- 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.

Feedback

1114

NAME: Richard Tait	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION
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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 current layout is confusing - cars are changing lanes to get out of bus /cycle lanes. At the intersection where Riddiford St joins Adelaide Rd buses are supposed to change to the right lane then move back into the left lane. Coming South the crossing of the bike lane to turn into a Mein St is confusing and dangerous. Removal of car parks impacts on local businesses and is going to create a ghost corridor along the route. Kent and Cambridge Terrace need the car parking - if you want a bike lane put it down the middle

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

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Important

Feedback

1115

NAME: Martijn van der Tol	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 North bound left hand lane from Rintoul St to Hall St should be a 24/7 bus lane 30km/h speed through newtown town Centre Riddiford st south bound left hand lane should be a 24/7 bus lane from Adelaide Rd intersection through to Mein St The south bound cycle lane at Adelaide / Riddiford should be signalled green except when pedestrians cross Riddiford and Adelaide Effort should be made to continue the 24/7 bus lane south bound beyond Drummond St all the way to Riddiford St Crossing to / from the south side of the Basin Reserve to/from Adelaide Rd is non-existent. Provision for travelling around the Basin by bike for times when the grounds are close for events etc. levelling and shared path around the East side? Lose the north side car park between Lorne & Tyneeson St to move the bus lane over so as not to squeeze the two-way cycle path - to narrow here. ASB on Elizabeth St West bound at Kent Tc Signals at Cable St / Kent Tc aligned so that cyclists can cross both pairs of traffic lanes at once, rather than wait for two sequences as now.

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

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

1116

NAME: Tom Thursby	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
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?	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

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

Feedback

1117

NAME: Frederik Leonhardt	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Don't know
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

1118

NAME: Rachel	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Thank you more bike paths and public transport is fantastic.

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

Walking in the area?	Very positive
Using the bus?	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?	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

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

Feedback

1119

NAME: Sharon Scott-williams	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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

1120

NAME: James	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
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:
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?
Moderate importance	Moderate importance

Feedback

1121

NAME: Lizzie	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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's dangerous. Also, blocks ambos from getting out, if you wana go left at the lights south end of hospital, you will cross the proposed lane and if not quick enough you will 1. hit anyone in the bike lane, 2, miss the turn cause you didn't get on the left of the polls quick enough and 3. why mess with this section- it was a hard turn already and it's just a shambles now.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Don't know
Using the bus?	Neutral
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	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:
 Very 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?
Not important	Low importance

Feedback

1122

NAME: Callum	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1123

NAME: Matt evans	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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:
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

Feedback

1124

NAME: Sukie Wong	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Let's face it - Wellington is not a bike-friendly city (given the weather, the hills, narrow streets, etc.). I don't think placing cycle lanes by removing parking spaces seems like a wise option. Wellingtonians prefer driving in the city and the Council should try to facilitate vehicle users. To reduce carbon emissions, promoting EV sounds like a better idea. When I was in Riddiford Street, I hardly see any cyclists there. I think we could implant more cycle lanes by the time we have reached a certain amount of cyclists in the city, not the other way around.

Thinking about the proposed changes and the different ways 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?	Very 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:
 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?
Moderate importance	Important

Feedback

1125

NAME: Jonty	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 both as cyclist and a driver the section where cars cross the cycleway from Riddiford St to turn left onto Mein St is terrifying! I'd be surprised if there haven't already been, or are serious accidents here. Could the cycle lane not run between the pavement and the road until the Mein St intersection, and allow cyclists to merge onto Riddiford St by the lights?

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

Walking in the area?	Positive
Using the bus?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

1126

NAME: Paula Muollo	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Taking parks away outside our hospital so cancer patients that are immune compromised have to park miles away in what is usually bad weather to get to chemotherapy and the elderly and disabled can't get to the lab for blood tests are just some of the reasons this is ridiculous!! Not enough parking in areas where not everyone cycles or is able to get public transport- we should be looking at solutions for everyone not just the minority!!

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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:

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?

Very important

Feedback

1127

NAME: Maggie	SUBURB: Broadmeadows	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Cyclists don't seem to be using cycling lines. This plan is accomodating for minority and it costs too much. This could be better spend on fire houses, nurses, teachers etc.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
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?	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:

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

1128

NAME: Verity Taylor	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	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	Moderate importance

Feedback

1129

NAME: Adriana Garcia	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 there, thanks for your hard works on this project. I would like more clarity on how the bike crossing are supposed to work at the intersection between Kent Terrace and Majoribanks St when the traffic lights are green. The proposed design crosses right across the car lanes which seems quite dangerous and unrealistic and would certainly make me avoid that crossing feature. So how are the bikes suppose to make that cross safely?

Thinking about the proposed changes and the different ways people use the area, what 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?	Don't know
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

1130

NAME: Ben Gaukrodger	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are great and long overdue. The raised section on Riddiford St needs to be made from concrete or asphalt, not plastic though, as it is dangerous when wet

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	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

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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Very important

Very important

Feedback

1131

NAME: Laura Somerset	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

1132

NAME: AJ	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 disagree with the change to the bus lane only hours on kent/cambridge terrace. wellington needs to be planning for increased bus frequency to encourage transitions from driving to public transport, rather than continuing to encourage the use of public roads for private vehicle storage. additionally, improving the cycling infrastructure needs to take priority *now*. just this week we saw a countdown truck driver blow through a pedestrian crossing in order to overtake a cyclist in berhampore, putting the lives of the cyclist and a pedestrian and her young child at risk. and today (30 august) a cyclist was seriously injured on chaytor st. change is difficult, but it needs to happen. there is no point in dragging it out.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

1133

NAME: Erica	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1134

NAME: Yvette Taylor	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are great changes that will drastically improve safety and make cycling a much more attractive option for many more people

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

1135

NAME: Mel	SUBURB: Other	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 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:

Walking in the area?	Neutral
Using the bus?	Don't know
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Moderate importance

Feedback

1136

NAME: Inez	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?
Not important	Low importance

Feedback

1137

NAME: Alex Wynne	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?

Important

Feedback

1138

NAME: John Mathews	SUBURB: Karaka Bays	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, 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?	Very 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?	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:

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?
Very important	Important

Feedback

1139

NAME: Mark Hussey	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Cities with less care based transport are nicer places to live and work period, just look at Europe. Its also a climate no brainer. It will be amazing to be able to commute safely to work at the Hospital daily on designated cycle lanes.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1140

NAME: Elli	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 in support of using buses and bikes when possible, but also very aware that these are not viable options for everyone. Reducing carparks in the area close to the hospital has negative impacts for those visiting the hospital as the parking there is not sufficient and street parking is relied on by a number of visitors and patients who aren't able to get parking at the hospital itself. The impacts on traffic is also not something I am a fan of with these proposals, as mentioned public transport is not a possibility for a lot of people and taking out lanes ha been worsening the traffic in peak times in front of the hospital in what is already a busy area.

Thinking about the proposed changes and the different ways 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?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	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:

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

Feedback

1141

NAME: Matthew Ordish	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

We need to adapt our infrastructure to the threats of climate change that are already here, and those yet to come. If you make our city accessible to low carbon-cost initiatives, people will use them. Cars are used because they are the most convenient option - creating more convenience for alternatives will change my behaviour. Car users will learn to adapt and attitudes of the past, which got us into this mess, can be damned.

Thinking about the proposed changes and the different ways 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?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Very 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

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

1142

NAME: Gawen Carr	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 psychiatrist, mental health benefits are clear and have strong evidence from increased exercise and reduced pollution. Without robust infrastructure, this is currently only available to confident cyclists who tolerate rare but still present abuse from drivers. Full segregation of cycle lanes, rather than rubber blocks, is well evidenced as being more effective in cycling safety and pick-up. Trucks and cars often pull over the current, very short cycle lane around the basin reserve from adelaide road towards the Arras Tunnel (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?	Positive
Using the bus?	Very positive
Riding bikes?	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?	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

Feedback

1143

NAME: Sarah Barton	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle to work daily from Melrose to Newtown. The improvements in the cycle route on Riddiford Street make the route much safer and I find them to be a fantastic improvement. The cycleway through Adelaide Road will significantly improve safety of cyclists like me travelling from Newtown to the city. As a Medical Oncologist, I am highly aware of the health benefits of regular exercise through cycling. The reduced fuel emissions through cycling compared to driving are also critical now in this climate crisis we are facing. We need to make cycleways safer for commuters and families transporting children on bikes, to encourage more bike use. I have a 5 year old daughter and currently don't feel safe to cycle with her from Newtown to the city. I would do if this cycleway was progressed as planned.

Thinking about the proposed changes and the different ways people use the area, what 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

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

Feedback

1144

NAME: Tina	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle/bus lane past the hospital is chaos! It is dangerous for everyone. No clear signage that the inside lane is now a bus lane. Cars cannot get across lanes to turn up John Street. Newtown is used as a thoroughfare for eastern suburbs, and is now a complete bottleneck. Put bike lanes off the main routes.

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
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:

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?
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Moderate importance

Moderate importance

Feedback

1145

NAME: Max	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 commute to the hospital every day by bike along this route with my children on board the bike. I drop them off at daycare along the way. Having a safer route, with separated cycle lanes would be a huge plus for me and the safety of my children. As a doctor I also recognise the well-established health benefits of increased uptake of active transport for people in general. It's also a no brainer to reduce carbon emissions, which is critically important for everyone going forwards.

Thinking about the proposed changes and the different ways people use the area, what 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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	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?
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Very important

Very important

Feedback

1146

NAME: Shivani	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1147

NAME: Kate	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very 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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1148

NAME: Jee	SUBURB: Karori	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 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

1149

NAME: M Dickinson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Means more people visiting Newtown for leisure, work or hospital appointments have to park on surrounding streets (not all are residents only) this can make it hard for people who live in Newtown to find car parks outside of their own house

Thinking about the proposed changes and the different ways 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?	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:

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

Feedback

1150

NAME: Tom Smith	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1151

NAME: Matthew Reweti	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

In light of video of a near miss in Bergampore and a cycle vs car accident this morning (30Aug) protection for cyclists is more important than ever. Cycling is fun. It's affordable. It's climate friendly. It's a great use of rates. It's supported by international and local business cases including the EY report commissioned by LGWM. I particularly enjoy cycling from my place of work near the Basin Reserve, through to Newtown using the new cycle lanes. I feel safer and I'm encouraged to use my bike more often because of the lanes. Please proceed as fast as possible with the rollout of the proposed network. Cycling is a future focused response to living in Wellington.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1152

NAME: Devin Prouty	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Making the city safer for bikes improves the city for everyone.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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	Moderate importance

Feedback

1153

NAME: George Sederis	SUBURB: Hataitai	ON BEHALF OF:	ORAL SUBMISSION No
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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's great to see the introduction of safe cycleways, to enable locals to get about (rather than using your car). Will make for quick trips from Newtown to central city a lot easier for cyclists...and take a few more cars off the roads. Can we make the cycleway wider at the Cambridge Terrace lights location, where it intersects with Elizabeth St - there seems to be a pinch point....all for one car on the other side of Cambridge Terrace - can we get rid of that car park?

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

1154

NAME: Martin P	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are long overdue changes which will make journeys for a significant group of street users much safer and more pleasant - while *mildly* inconveniencing some businesses. For many businesses these changes will actually have a positive impact. I just hope they use Dulux when they paint the green markings.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1155

NAME: Christy Lion-Cachet	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?
Important	Very important

Feedback

1156

NAME: Merinda Robert	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

1157

NAME: Vivian Stephens	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 removal of the bus stop opposite Hospital road, and the stop near the intersection of the Riddiford, Adelaide, and John Street intersection is not a good idea, as it makes access to the Countdown, and the NZ Blood service much harder for people with mobility issues. Many elderly or mobility impaired people need to go to the NZ Blood service regularly, and removing these stops will make this considerably more difficult for them.

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

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

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?
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Very important

Very important

Feedback

1158

NAME: P G	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

1159

NAME: Girish	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Traffic grinding to a halt, very little use from cyclists

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

Walking in the area?	Negative
Using the bus?	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?	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

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?
Not important	Low importance

Feedback

1160

NAME: Connor	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

1161

NAME: Ralph Upton	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is a dangerous piece of road for cyclists that needs to be made safer. Good public transport is better for everyone.

Thinking about the proposed changes and the different ways people use the area, 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?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
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

1162

NAME: Matthijs	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
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

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

1163

NAME: Rosie Naylor	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1164

NAME: Greg Day	SUBURB: Seatoun	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
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:

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?

Important

Feedback

1165

NAME: francesca benocci	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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:
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?
Important	Very important

Feedback

1166

NAME: Barbara	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	Very 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:
 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	Important

Feedback

1167

NAME: Shanan	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 can't keep shoehorning this rubbish in to roads that are not designed to accommodate it. You just keep making one disaster zone after the next, it is unsafe for all road users

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Negative
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?	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?

Very important

Feedback

1168

NAME: edern	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1169

NAME: Anita Miller	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have benefited positively from the Crawford Rd bike lane, which has immeasurably improved the safety of commuting by bike. While Adelaide Road is wide, and not as dangerous as other routes when commuting, a separated bike lane will provide a greater feeling of safety, particularly for new riders or children. I also commend the need for visibility of cycling as an options, and a bike lane on this route will also be instrumental in highlighting cycling as a genuine commuting option. Arguments relating to loss of parking in Riddiford Street come from a place of routine acceptance of the status quo, without regard to the benefits of alternative transport (including making walking a more pleasant experience) - or acceptance that roads are made for all kinds of vehicles. Roadside parking is a privilege and not a right for road users; my view is that this very valuable public space is used more effectively by allowing for safe alternatives to cars. My whole family travels by bike, and in my 10 years of commuting into the city every step that has been taken to improve safety has been gratefully received. I would only ask that road marking makes bike lanes clear, including the clear use of 'sharrows' where entering or leaving the bike lane - plus a public education campaign (or signs) explaining what these mean (along with the green stop boxes at lights - there still seems to be significant lack of understanding about what these are for, and cars will routinely take up this space at the lights). I am all for the proposed improvements; it will only encourage me and others to stop and spend more time in Newtown (currently I use Wilson Street to avoid Riddiford Street). Thanks.

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

Walking in the area?	Very positive
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?	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?
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Very important

Feedback

1170

NAME: Maddy	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plan. 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. Having a safe and appealing cycle route from Newtown to the city is an important equity issue that can support the diversity of the city. I live in Mt Victoria and cycling is my primary mode of transport - having a protected route to Newtown will make me more likely to come into Newtown in evenings and weekends.

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.

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.

Cambridge Terrace: I support continuous protected bike lanes, and converting the turn bays to green space.

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 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.

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.

Other: Please stop putting signs for road works on footpaths and cycleways. Put them in 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?	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?	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?

Important

Feedback

1171

NAME: James Dunne	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Roads are for travelling on, not parking. Parking on roads should only be allowed if the road isn't needed for any other person. Stop letting local businesses privatise public roads - if they want parks, they can pay for them themselves.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

1172

NAME: Eleonora	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 Newtown resident this infrastructure is essential to ensure the neighborhood remains livable as housing density increases. the completed Riddiford section has been nice to use but being disconnected made it feel dangerous as it's not a regular feature for drivers

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1173

NAME: Shelley Tyson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

We are Newtown residents and have lived with the changes along Riddiford Street as we travel to and from work. We agree that making bike transport safer is important. However we have some concerns and frustrations:

1. Car parks have been significantly reduced near the hospital. People needing medical attention are not likely to be using buses and bikes. Will additional parking be made available on the hospital grounds to support these people and their visitors/whanau at a stressful time or will they have to park in residential streets where there are already massive issues for residents trying to park near enough to their homes to unload groceries/children, elderly family etc?
2. The current arrangement seems to promote cars changing lanes several times. If you are travelling south from the city to Newtown you can currently use the left lane to turn from Adelaide Road into Riddiford Street. Then almost immediately, you have to move into the right lane to avoid the bus stops outside the hospital, then move left again across the bike lane to return to the left lane to turn onto Mein Street. You cannot easily check if the bike lane is safe to cross as you are in a flow of traffic going through the lights. This is very complicated, and for someone new to the area entirely incomprehensible as well as potentially dangerous.
3. Travellers on Riddiford Street, going north from Newtown into the city are required to be in the right lane regardless of whether they are turning right into Adelaide Road or slightly left into John Street. The bus lane on the left is often entirely empty while the right lane can be backed up through all the Newtown shops. However as you finally pass the last set of lights at the entrance to the Hospital carpark, the left lane becomes available for those turning left or going into John Street. At this point buses, cars and bikes are suddenly pushed together into the left lane. Why can't the bus lane be available to cars turning left? At the moment frustration at being caught in the right lane when the left one is entirely empty and is ultimately where you need to be is meaning people are traveling down the bus lane to cut minutes off their trip.

Thinking about the proposed changes and the different ways 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?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:

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?

Don't know

Feedback

1174

NAME: Georgie Guscott	SUBURB: Mount Victoria	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 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:

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?

Very important

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

Very important

Feedback

1175

NAME: Maddy	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Very important

Feedback

1176

NAME: Hugh Chesterman	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Having connected bike lanes, and protected (separate from car lanes) bike paths are crucial for improving the cycling infrastructure. It currently feels like I'm risking my life to bike in - even though I love biking and am a confident rider. Adding protection and support for cycling will make it safer for all and go a significant way towards normalising cycling and reducing the need for cars, and therefore reducing emissions. Please complete these cycleways!

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1177

NAME: Carl Howarth	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Fantastic, can't wait. I can't stress enough how much of a positive difference this will make to myself and my family. We live in Newtown car free so this will make a huge difference to us being able to get out and about our community safely. I'm very supportive and enthusiastic about your plans, and the way you propose to roll out the changes

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

Walking in the area?	Very positive
Using the bus?	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?	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?
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Very important

Very important

Implementation Suggestions, Safety Concerns and Design feedback: Newtown to City cycling project



Implementation suggestions

- 1) **Wayfinding and branding** to change culture, and attract new users

London's cycle superhighway's have important lessons for winning over sceptics, and attracting new users. Ideas have been borrowed from successful public transport navigation, mimicking the London Underground tube map, with coloured lines denoting routes and travel times clearly marked on totem signs. I suggest giving the new "line" a name so that the community adopt it and see it as transport infrastructure and part of a future connected network.

Below is a sample of the information available

<https://www.citywayfinding.com/londons-cycle-superhighways-are-changing-the-culture-of-cycling/>

<http://planning.data.tfl.gov.uk/cycleways-signing-guidance.pdf>

<https://www.standard.co.uk/news/transport/new-tubestyle-map-of-london-cycle-lanes-aims-to-help-cyclists-get-around-the-capital-quicker-a3516326.html>



- 2) **Education** of drivers. Consider publishing dashcam footage of correct navigation on the route, highlighting important changes such as bus lane operating hours, advance cycle lights etc. Publish this in social media to avoid misinformation spreading.

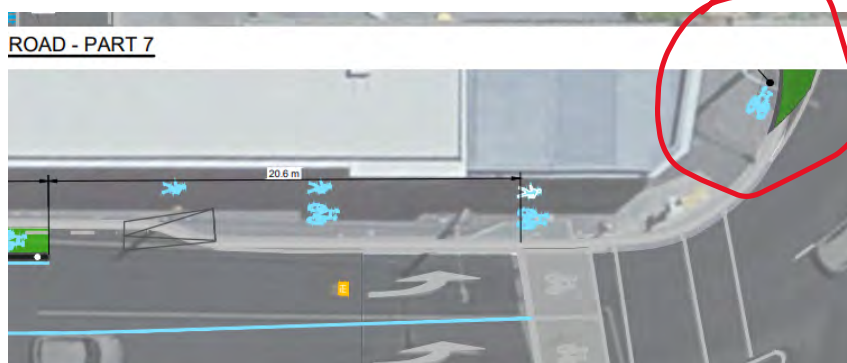
- 3) **Enforce bike lanes as you make them available for use.** People on bikes get frustrated when parked vehicles block almost-complete lanes because parking enforcement only begins after the finishing touches are in place. Drivers can get confused and frustrated when they see people not using what appears to be a completed bike lane. 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.

- 4) **Enforce bus lane operation.** The existing bus lanes are notorious for being parked in 15 minutes before their operating hours end, and the new bus lane on Riddiford is always being driven in.

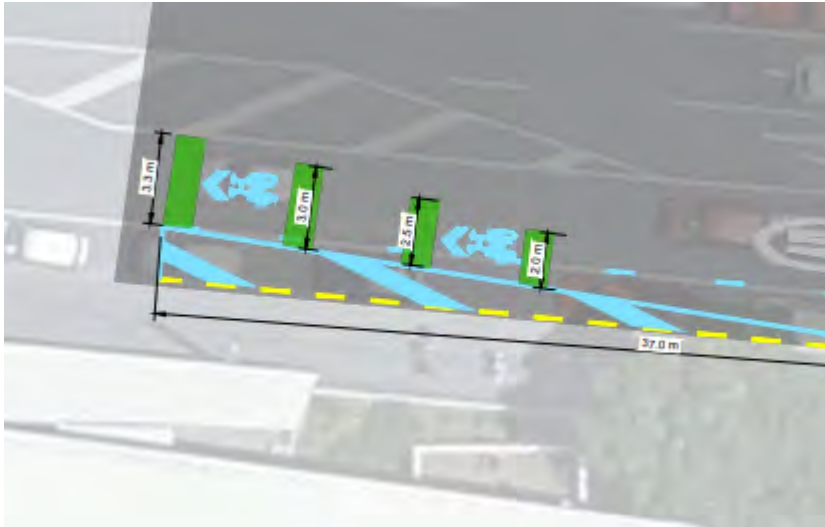
Safety concerns and Design suggestions

I support the feedback provided by Cycle Wellington, except where the following points of my own differ from theirs.

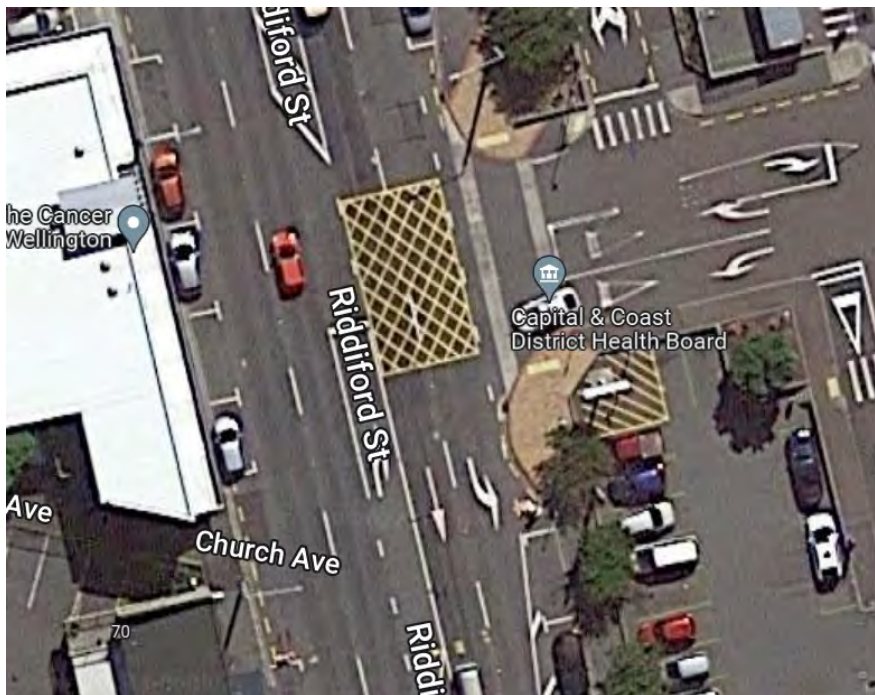
- 1) **South bound at Mein Street:** While I can understand the Mein Street change to have the cycle lane aligned against the left kerb, I'm concerned that an advance cycle light won't solve the safety problem for cyclists who arrive at the intersection after the vehicle light has gone green and intend to carry on straight through. They risk being hit by left turning vehicles crossing the path of bikes. This is my experience with the Victoria St cycle lane where I have had near misses with turning vehicles crossing my path without giving way, or sometimes even indicating. If you proceed with the proposed change please consider a solution to this such as on road signage showing that bikes have right of way, or preferably closing Mein Street to left turning vehicles.
- 2) **Drop kerb on Rugby St:** Install a drop kerb so cyclists can enter the Rugby St cyclelane from the footpath



- 3) **North bound approaching the Basin.** Most cyclists use the right hand traffic lane or centre hatching, and ride onto the traffic island to cross into the Basin Reserve. Requiring them to cross at the traffic lights is inefficient, and dangerous. There is insufficient room to pass vehicles on the left to reach the intersection, there's no room for the number of cyclists expected to wait on the road (presumably in single file) or on the foot path, and doing so would obstruct left turning cyclists heading up Rugby St. Please consider markings indicating cyclists are merging, such as that at the top of Rugby St, or Crawford Road (or see image of merge marking).



- 4) **Hospital Carpark conflict point** (see following aerial photo). Vehicles creep onto and block the existing trial cycleway from the Hospital due to inadequate sight lines / visibility splay. A signal controlled intersection with stopping set back from the cycleway may be a solution.



Feedback

1178

NAME: Patrick Kavanagh	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 would be great to improve access to the Basin Reserve from Adelaide Road. Currently, cyclists have to merge into the right-hand lane and then access the center island before crossing at the lights to enter the Basin. This is not marked as available to cyclists. Adding markings would help make the connection clearer and also signal to those in cars to expect cyclists to be merging into the right-hand lane (improving safety for road users).

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

Walking in the area?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

1179

NAME: David Tripp	SUBURB: Other	ON BEHALF OF: Doctors for Safe Active Transport	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

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:

Walking in the area?	Positive
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?	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

1180

NAME: Louis Stanley	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	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:

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

1181

NAME: Laura	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

While I appreciate the effort, cyclign past the hospital feels slightly more dangerous now. before it was a matter of merging with the traffic, now we are holding up the traffic (potentially frustrating them) and having to look out for cars crossing over at that point of the road. It is great that something is being done, but as an experienced cyclist happy to merge into car traffic, I feel less safe on this part of the journey now.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	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?	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:

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?
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Very important

Very important

Feedback

1182

NAME: Amy Johnstone	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the proposed changes from Newtown to City as both a cyclist and bus user. I used to bike to work most days but in recent months after having COVID-19 this has reduced slightly. However, when I have recently been using the completed Riddiford St section, having the separate cycleway has helped me to bike at my own safe pace and I believe the proposals will only improve this. Likewise, when I don't have the energy to bike, I rely on the efficiency of buses and very much support proposals to improve public transport on this route. This is building the foundations for a more sustainable and climate friendly city. I understand the proposal seeks for cyclists to use the existing Basin Reserve section. I would like to suggest more safety lighting in Basin Reserve and extended hours. It would also be preferable if when the Basin Reserve is closed for an event, there is an alternative route. For example, the Rugby St bike lane could be made to be two way as an alternative option.

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

Walking in the area?	Very positive
Using the bus?	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?	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
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Feedback

1183

NAME: Raewyn	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Having to cross cycle lanes to board public transport is installing barriers for a significant number of people. Good lighting is required at bus stops for safety. Mobility car parks are needed for some people who will not be in a position to cycle or use public transport.

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

Walking in the area?	Positive
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?	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:

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?
Moderate importance	Very important

Feedback

1184

NAME: Taren McLeod	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

1185

NAME: Baubre Murray	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 like to retain the right turn from Cambridge Tce to Pirie St as that is a major access way to Mt Vic.

Thinking about the proposed changes and the different ways people use the area, what 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?	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:

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

1186

NAME: Clare Bardsley	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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:

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	Important

Feedback

1187

NAME: Lachie Philipson	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Providing separated cycle lanes is key for getting a wide range of people to consider cycling as a safe, sustainable, and fun 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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1188

NAME: G Olsen	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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:
 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

Feedback

1189

NAME: Saurabh Doshi	SUBURB: Other	ON BEHALF OF: Sojourn Apartment Hotel	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:

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:

Walking in the area?	Don't know
Using the bus?	Positive
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	
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:

Positive

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

1190

NAME: Sarah Lyford	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Moderate importance

Feedback

1191

NAME: Oliver	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 The traffic will be twice as bad on the days when it's raining. Keep in mind it rains like half the year in Wellington. There are also a lot of people that need or like the luxury of driving their car to work that will still drive.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Moderate importance

Feedback

1192

NAME: Angela Rothwell	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	
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:
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

Feedback

1193

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Linda Beatson	Te Aro	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 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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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
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Feedback

1194

NAME: Paul Wilson	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ride my bike every day from Drummond St across the city to Thorndon. I love the idea of the bike lane down Adelaide Road and to the waterfront. I would use that every day. I also love that my kids will be able to cycle up Adelaide Road to Newtown School, safely in a separated bike lane. It is a great idea to give buses dedicated lanes as well as too often they get stuck in traffic. I do sometimes use the bus and would use it more if it was faster.

Thinking about the proposed changes and the different ways people use the area, what 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?	Neutral
Visiting a business in the area?	Neutral
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?
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Very important

Very important

Feedback

1195

NAME: Claire	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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:

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

1196

NAME: Alex	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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

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?
Important	Very important

Feedback

1197

NAME: Gonzalo	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1198

NAME: Jeroen Rooijmans	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Road signage that help people with new situations could help with a smooth transition, e.g. less parked cars on bike lane.

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

Walking in the area?	Positive
Using the bus?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

1199

NAME: Daisy	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, what 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 negative
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?	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?

Not important

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

Very important

Feedback

1200

NAME: Neil Hutton	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

1201

NAME: Sam Worthington	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Taking away too many carparks

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Low importance

Feedback

1202

NAME: Fearghal	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

1203

NAME: Ilya Skaler	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1204

NAME: Tommy	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways 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?	Negative
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:
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?
Important	Important

Feedback

1205

NAME: Mathew	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	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:

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

1206

NAME: Catherine Beard	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I am generally supportive of making it safer to cycle to work etc, but the change into an exclusive bus lane in Riddiford St is very problematic for traffic wanting to turn left at the Countdown supermarket towards MT Cook and Brooklyn. Left turning traffic has only been left a couple of hundred metres to get into the left lane. This will force traffic going straight ahead to get held up as left turning traffic have to wait for the end of the bus lane before they can enter the left turning lane. I also envisage problems with cars turning left into Mein street having to cross the cycle lane. That seems like a risk factor for cyclists. Also wondering at the wisdom of having cyclists biking in a lane between buses and their passengers, can see accidents happening there as well.

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Don't know
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:

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

Feedback

1207

NAME: John	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Island Bay is now much more dangerous to road users due to assuming people will not block the road over the unnecessary wastes of space and rubber driveway "things" that no one needed. So don't do that

Thinking about the proposed changes and the different ways 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?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

cassowary foot.jpg



Feedback

1208

NAME: Tallulah Farrar	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Strongly support! Wellington should and can be leading the way on infrastructure.

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
Living in the area?	
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

Feedback

1209

NAME: Sarah	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

1210

NAME: Susie Robertson	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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. This occurred when the changes were made on Brooklyn Hill.

Thinking about the proposed changes and the different ways people use the area, 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?	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

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

1211

NAME: P Morgan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 make sure the bike lane is continuous along the route. Minimise any turn bays on Cambridge Tce that would increase risk and lower level of service. I support reallocation of street space in favour of moving people by bike, scooter, and bus.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

1212

NAME: Alan Platt	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a regular blood donor and also travel to the south coast, so would love a safe cycle option.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1213

NAME: Simon van der Zeyden	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very 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?	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?

Moderate importance

Feedback

1214

NAME: vishal	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?
Important	Very important

Feedback

1215

NAME: Phil Squire	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ride to Newtown from the city regularly for various meetings and appointments. The existing bike lanes make the trip feel a lot safer. Coming back down Riddiford without the lanes is a completely different experience! Shows me how much difference to personal safety a few green lines and separation makes.

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

Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	

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?
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Very important

Important

Feedback

1216

NAME: Patrick Morgan	SUBURB: Newtown	ON BEHALF OF: Cycling Action Network	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:

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:

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?	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

1217

NAME: Kim Tabrum	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:	
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?	Neutral
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
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

Feedback

1218

NAME: Morgan Hanks	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plan. 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. I would prefer removing more car parks and even more dedicated space for cycle lanes and bus only lanes. I also wish the plan covered the bike lane from the basin up rugby street to Tasman 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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1219

NAME: S. Bates	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Putting a cycleway between the footpath and the bus embarkation point is dangerous! Removing the central buffer and turning bays on Adelaide Road will have massive impacts on traffic as turning vehicles WILL bring the lane to a complete halt. As this is a main route for Emergency Services to access Wellington Hospital, this could potentially become a life threatening bottleneck. Economically the loss of parking will have massive negative impacts to businesses in the area. The low numbers of cycle commuters in Wellington simply do not justify the expense of putting in cycleways when there is far more demand for better public transport. While cycling is a transport alternative the sheer volatility of cycling numbers (being extremely seasonally and weather dependant) do not make it viable as a mainstream transport alternative for the majority of Wellingtonians. While I support transport changes that improve public transport in Wellington, I cannot support the dispropotionate WCC spending on cycleways.

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
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?	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?

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

Not important	Very important
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Feedback

1220

NAME: Eve	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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 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 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?
Important	Important

Feedback

1221

NAME: Angela Finlayson	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
WCC blindly goes ahead with disruption to roads to fulfil their own agenda and no consultation - maybe an appearance of consultation but WCC have already made their mind up without awaiting residents and business owners feed back, turn it into a ghost town as that is what it will be.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

1222

NAME: Kahu Himona	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1223

NAME: Tom	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1224

NAME: Ronaia Fatafehi	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1225

NAME: Max B	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
strongly support the plans, and intended outcome, but some of the current proposed plans just don't seem to work too well! Cambridge Terrace and Riddiford are hard areas to make work, but current plans just aren't that great for cyclists, drivers, or 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?	Positive
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Negative
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1226

NAME: Katjuschka Siegers	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	
Riding bikes?	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?	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

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

Feedback

1227

NAME: Alexander Barratt-Boyes	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	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	Important

Feedback

1228

NAME: Emelye Rooney	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current cycle way in newtown is unsafe. This needs to be addressed More sinage for cars to look out for cyclists. Several times I've had near misses

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	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

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

Feedback

1229

NAME: Dani Mitchell	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1230

NAME: Jonathan Berkahn	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Both from the point of view of climate change (and other environmental consequences) and that of the city's finite resources, we need to get serious about facilitating other means of transport besides the private car.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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:
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?
Important	Important

Feedback

1231

NAME: Phil Del Favero	SUBURB: Kingston	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:

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:

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

Feedback

1232

NAME: Mark Johnston	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

Feedback

1233

NAME: Ralph McCubbin Howell	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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've lived in central Wellington for years, and this is a route I regularly take by bike and on foot (as well as bus and car). There is much I love about living where I do, but I've long found it bewildering that I've felt safer cycling through the middle of London and New York than I do in my home city - this is something I'm even more aware of now I'm often moving about the city with my toddler in tow. Well designed, fully separated cycle lanes make things so much better for car drivers as well as for cyclists (and in the inner city I'm more far more likely to use and spend money at businesses if I can get to them safely by bike). I strongly support this plan as it will make our streets safer, more attractive, and liveable for users of all modes of transport. As the city grows and changes it's essential that we rebalance street space - it's heartening to see the council taking climate action (not a moment too soon), and I support the repurposing of street space as much as possible to encourage travel by public transport, walking, and cycling. Having cycled and driven the completed Riddiford Street section, I support the proposal to extend the lane through to Newtown School, change the traffic light phasing to accommodate cycling, and move the southbound bike lane to the kerbside as it approaches Mein Street (I've witnessed some near misses, and wild driving with the current set up, including vehicles jumping the curb to squeeze between barriers and cross the current bike lane early to get into the Mein Street turning lane). The merge point near John Street is a bit of a crunch (general traffic is coming onto Riddiford from John Street, right where bike traffic is merging into the lane from the left). A continuous bike lane would be better. On Adelaide Road, I support removing the median strip, and reallocating street space from parking to protected bike lanes. I'd prefer continuous protected bike lanes, and am concerned that these disappear at the north end of Adelaide Road. For the route to be usable, it's essential that the existing thoroughfare through the Basin Reserve is available 24/7. Along Kent and Cambridge Terrace, I support continuous protected bike lanes, and converting the turn bays to green space. I'd encourage that the bike lane across the Courtenay / Kent Terrace intersection is marked with continuous green paint to make it really, really obvious. As someone who drives in the area, I support the changes to parking, which are aligned with WCC's parking policy to prioritise main streets for moving people - not parking - and note the Council will manage parking on side streets to mitigate the impacts. For the route to be successful, it is essential that the changes are clear to everyone. Painting the whole bike lane green will help make clear what's what, and reduce illegal parking. It's confusing and frustrating when drivers see people not using what appears to be a completed bike lane. It's important that these bike lanes be available and enforced as soon as possible once street space is reallocated. Appreciate all the work on this so far. Let's get this route up and running as soon as we can.

Thinking about the proposed changes and the different ways people use the area, 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?	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

1234

NAME: Dan Perkins	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1235

NAME: Hannah	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1236

NAME: Paul Adams	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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:
 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	Moderate importance

Feedback

1237

NAME: Hugo Black	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 commute to work in the city from Wainuimata. There is very limited public transport from this suburb so my main mode of transport is car. This mode of transport significantly reduces the time of transport to and from the city therefore increases the time I can spend with my family. I work and park in the area of these proposed changes. There are already a high number of commuters that use the parking in the area and any reduction of parking will make it near impossible to park anywhere close to work. This will negatively me as a contributor to the local economy and possibly increase emissions as more time will be spent driving around finding a park. The proposed alternative parking is already well populated and will not be sufficient

Thinking about the proposed changes and the different ways 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?	Very 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

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?

Low importance

Feedback

1238

NAME: Chris Fox	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1239

NAME: Langi mitipelo	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:

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:

Walking in the area?	Negative
Using the bus?	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:

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

Feedback

1240

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Helen Moriarty	Newtown	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:

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:

Walking in the area?	Neutral
Using the bus?	Neutral
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:

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?

Moderate importance

Feedback

1241

NAME: Kellie Benner	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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:

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?
Important	Important

Feedback

1242

NAME: Andrew R	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

1243

NAME: Penelope Wilson	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Buses worked fine until some geniuses decided to fix what wasn't broken, scrap the trolleys and cause chaos with the bus routes! The bus network would benefit more from sane timetabling and routes than more roads.

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

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

Don't know

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?
Moderate importance	Low importance

Feedback

1244

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 fluro vests etc - it should be the norm for cyclists to wear both fluro (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

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

1245

NAME: Megan Linwood	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Having two-way cycling in the same lane isn't safe for cyclists and is confusing for drivers. Changing the position of the cycling lane will also put cyclists at risk.

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

Walking in the area?	Positive
Using the bus?	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

1246

NAME: Enrique Pardo	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Fantastic proposal on Riddiford street; pretty good along Adelaide Road, with some comments to make; but terrible layout along Cambridge Terrace and Oriental Parade, you are putting people at risk and creating mobility conflicts.

Thinking about the proposed changes and the different ways people use the area, what 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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Newton to City bike lanes proposal_EPardo.docx

Kia ora Wellington City Council,

RE: specific comments on the new cycling lane TR173-22, Newton to city

In principle, I support the actions taken by the City Council to improve the options to travel and move around the city. I fully support the improvements to make cycling, scooter, walk, skate and other individual and not petrol based transport modes safer, as well as improving the bus services and other coming public transport options.

Some principles to take into account:

- Keep separate bike lanes from cars and from buses, some of the areas will create conflict with buses and cars.
- Keep the bikes out of the footpath.
- Keep the bike lanes safe, no Cambridge Terrace, this is a big mistake.
- The bike lanes must be interconnected, not fractionated.

I have some serious concerns on some parts of the proposal. I start my comments at the Newtown end towards Oriental Parade. See below:

- I support the improvements along Riddiford street, very good on the existing way to Adelaide road. The proposed changes along the hospital side are adequate, but I suggest that you remove the middle lane for cars to turn into the hospital/to turn right on Hall street, it is unnecessary car space. Merge the car lines into one (towards Newtown) and use the space for one bike lane + one bus lane. The same at the end of the intersection between Riddiford and Adelaide street, at the traffic light, keep the bike lane until the end + one dedicated bus lane and a dedicated car lane. There is enough space in Riddiford street for this, just remove the middle turning lanes.
- Same situation when you move into Adelaide Road from Riddiford street, just remove one of the turning lanes for cars (coming from the Basin Reserve) and keep a dedicated lane for bus and one lane for bikes. I suggest moving the bus stop a bit further away, so there is more space for bikes and buses interaction. It is important that you keep the flow of the buses and the bikes, otherwise, interactions might not be friendly or smooth. Cars don't need three lanes for turning at the traffic light there, they just need one, the cars will take the direction they need. This will simplify all the traffic lights mess in this cross.
- At the end of Adelaide road (approaching the Basin Reserve), there are two big problems, the bikes cannot go onto the footpath, there are lots of kids and pedestrian in this crossing in the morning and lots of bike commuters, you are only creating problems there. Please, keep the bikes out of the footpath. Also, you need to create a bike crossing to go onto the Basin Reserve or create a bike lane around the Basin Reserve, at the moment there is no option to cross to the Basin Reserve.
- Also, on the other side, in front of the Pharmacy, I understand you need dedicated park space there, but...does it have to be on Adelaide Road? There is a side street where a dedicated car park can be created, no need to be right on Adelaide Road, this is the primary road. Then you can keep a dedicated bus and bike lane. You need to improve the connection with the Basin Reserve on this direction too.
- From the Basin Reserve to the City, I am sorry to tell you, but you need to re-design the proposal. The current proposal is a hazard and it will put bikes and cars at risk. I don't think this proposal meets many H&S standards. I suggest you move the bike lanes along the both

sides of Cambridge Terrace (not on the middle side), and one lane on each direction. When you get to the city (from the Baisn Reserve), just keep the bikes following the flow of the traffic. You can then connect the bike lane with the waterfront following the car lanes around the New World, the bike lane can also open to the traffic at Courtney Place, with the current proposal it would be impossible to bike there, you would have to dismount the bike because a pedestrian, etc. There is a lot of money going into this proposal, do it properly. **DO NOT DO THIS PLEASE!**

The double lane on one side of the road (and in the middle) does not allow cyclists to turn into another side street, confuse the car drivers and create risk of bikes and scooters, as they will have to get into the road to get in and out the lane (potentially on the wrong direction). Please, do not implement this option, it is not going to be used and it will create more problems than solutions in the mobility.

I will be happy to expand any of these options if you need it.

Nga mihi,

Enrique Pardo



Feedback

1247

NAME: Jonathan	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
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:

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?
Not important	Moderate importance

Feedback

1248

NAME: Braydon White	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

1249

NAME: Patrick Te Tau	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 worried about the lack of space between the car lanes on Adelaide Road, but am certainly happy with the other improvements.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1250

NAME: Lachlan Crowe`	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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:
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

Feedback

1251

NAME: Paul McKenzie	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 I have seen so far is increased congestion! There is increased inconvenience, and therefore stress, for those visiting the hospital. A time of heightened stress and anxiety.

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

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Feedback

1252

NAME: Brendon	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

This is a natural route for trams/light rail

Thinking about the proposed changes and the different ways people use the area, what 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?	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:

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

Feedback

1253

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:

Walking in the area?	Neutral
Using the bus?	Neutral

Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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 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

Feedback

1254

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris	Island Bay	An individual	No

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 ensure the cycle lanes down Adelaide are wide enough for cyclists to over-take other cyclists. In the mornings down Adelaide you can have up to 10 cyclists taking off from the Countdown intersection at the same time. You want to leave enough space so they can pass or be passed. The Island Bay cycle way for example is not good at this and people can get caught behind other cyclists without having a safe way to pass.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Positive
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?	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:

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?
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Very important

Moderate importance

Feedback

1255

NAME: anaru	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

1256

NAME: Georgia	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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:
 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

Feedback

1257

NAME: Philip Cook	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 deserves safe and attractive streets. Safe bike and bus lanes are critical for our city. I implore the Council to accelerate 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:

Walking in the area?	Very 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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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:

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?

Important

Feedback

1258

NAME: Devon Diggle	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1259

NAME: Paul Robinson	SUBURB: Ngaio	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:

Thinking about the proposed changes and the different ways 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?	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:
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	Low importance

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

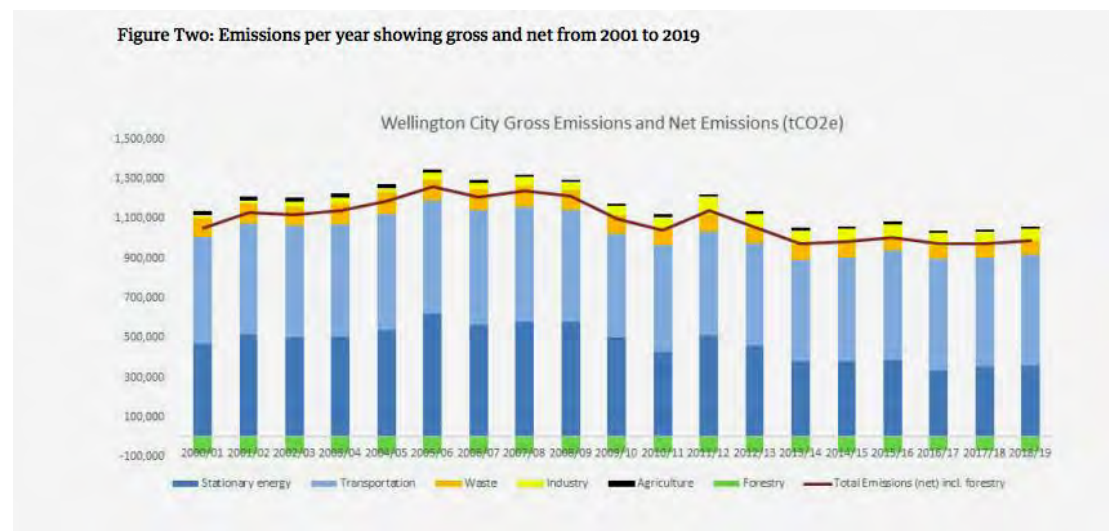
reporting on city-wide greenhouse emissions. Zero emissions is defined in net terms. Forest sequestration are deducted from gross emissions.

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 Francisco¹, 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

¹ 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:

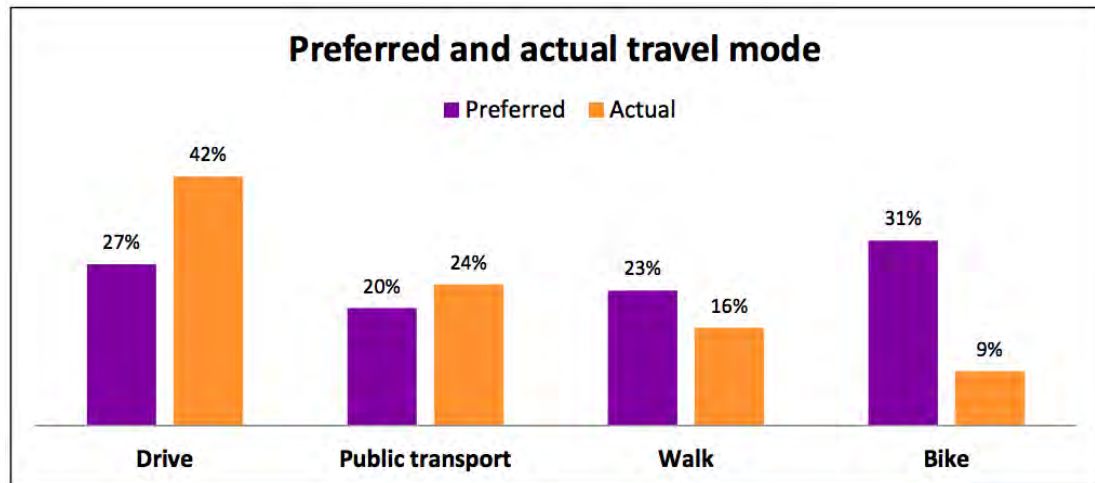
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated 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



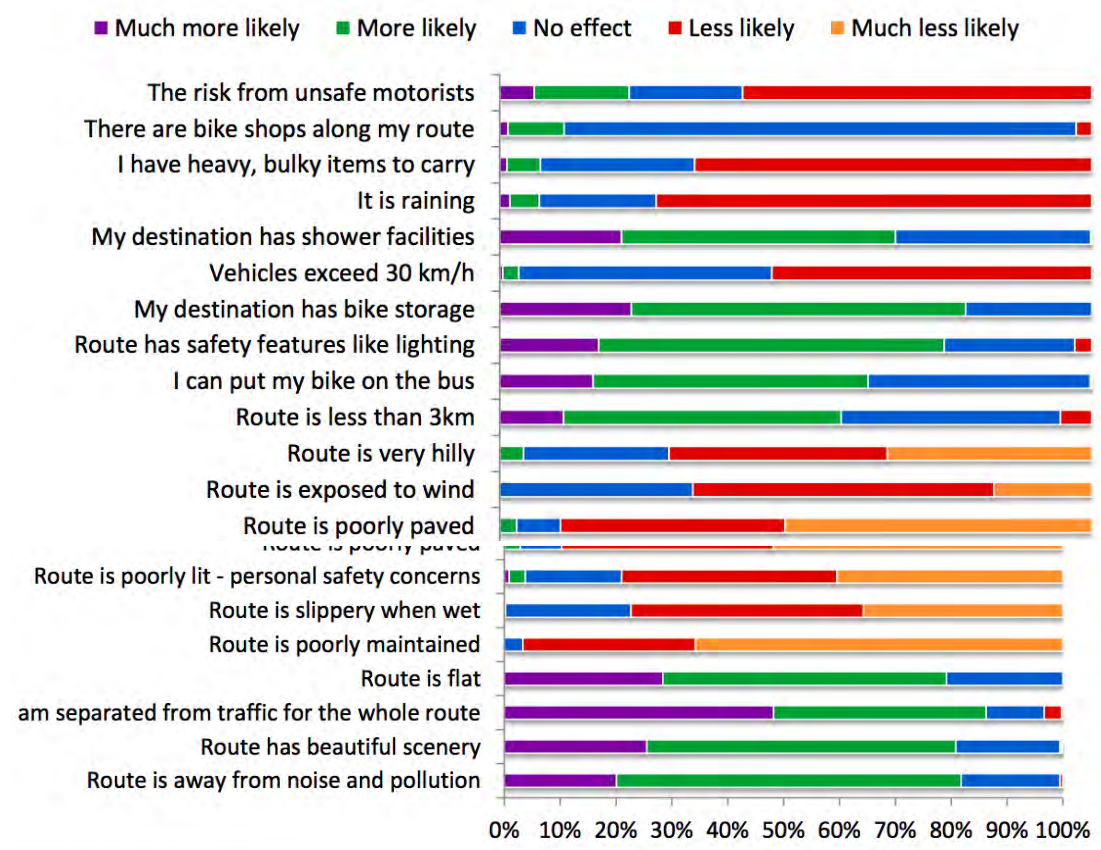
Barriers to cycling

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 ²is 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 ³of 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.

² Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

³ 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% ¹	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuén		2%		
Albertslundruten		2.5%		9%
Faninruten		5%	6%	10%

1. 1% car drivers, 2% car passengers.

Closer to home Chapman *et al.*⁴. 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:

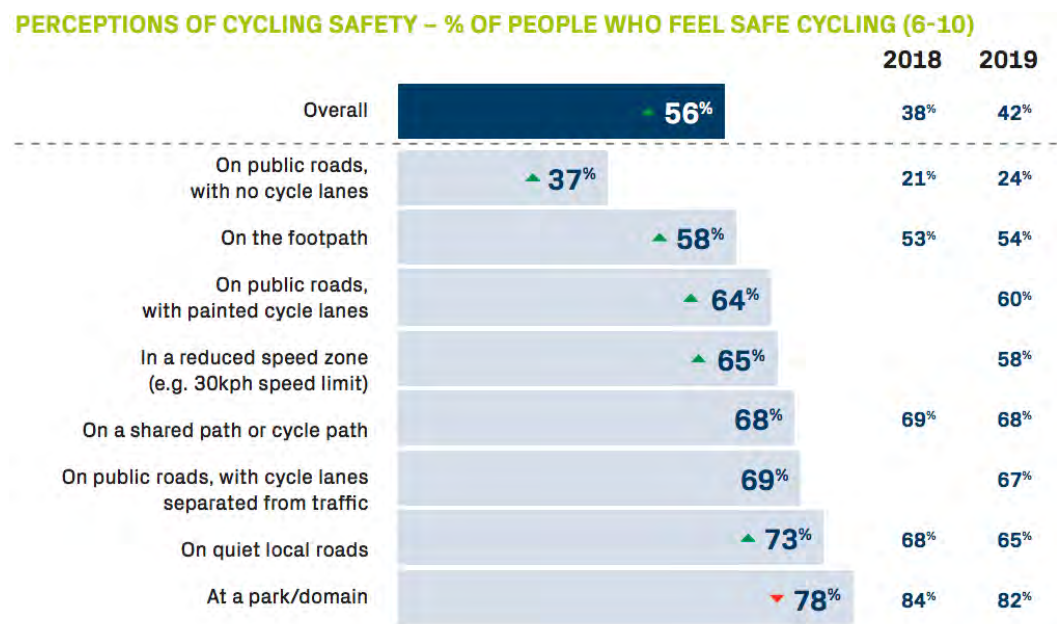
Overall, 56 percent of urban New Zealanders (who were physically able to ride) feel that they are, or would be safe cycling. 23 percent of cyclists do not feel safe; 15 percent were neutral and 7 percent did not know. 84 percent of committed riders; 73 percent of regular riders and 75 percent of occasional riders felt safe.

⁴ 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.

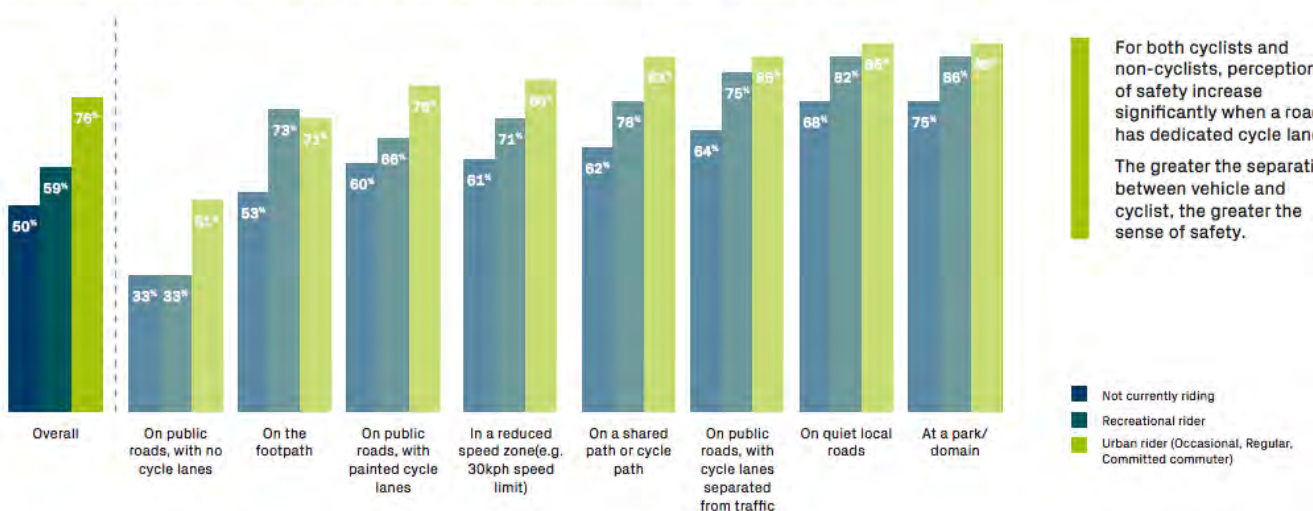
- Those who ride more frequently are more satisfied with the current cycling infrastructure, while recreational riders have lower satisfaction.
- There was support for investment in cycling lanes because it gives people more travel options (60 percent) and it gets people outside exercising (59 percent). 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 study⁵.

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.

⁵ 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.

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¹ 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

¹ 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

1260

NAME: Thomas	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Important

Feedback

1261

NAME: Matt Bolijn	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 make cycle lanes, bus lanes etc. But do it well. Don't just half arse it. At the moment most of the half completed lanes are dangerous. Require cyclists to cross busy roads (Evans bay).

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	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?	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

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

Feedback

1262

NAME: Marni Pou	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1263

NAME: Kunal Bellare	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Cycles ways are important but should not Come at the cost of less car parks. What is the Wellington council doing about having reasonably priced car parks? Not everyone prefers to cycle. Also if the WCC's answer is use public transport, then what is the council doing about Metlink cancelling busses during peak hours? Before you go pointing fingers , your mandate is to serve Wellington and by implementing cycle ways you are doing a disservice to 97% of wellingtonians. Instead of wasting millions on cycle ways, build electric chargers for cars and find a balance in your 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:

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

1264

NAME: Benjamin Swale	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

1265

NAME: Jaden	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	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:
 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

Feedback

1266

NAME: Alice	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Don't know
Using the bus?	Positive
Riding bikes?	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?	Don't know
Living with mobility or accessibility issues?	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:

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

Feedback

1267

NAME: Toby Walker	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	
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:

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

Feedback

1268

NAME: Noah	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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:
 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

Feedback

1269

NAME: Ari	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	Very 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

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	Moderate importance

Feedback

1270

NAME: andre bishop	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
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?	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

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

Feedback

1271

NAME: Frankie Desmond	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the repurposing of street space as much as possible to enable people to travel by public transport, walking, scooting, and cycling. We need to rebalance street space to make this safer and easier for the people of Wellington. Having options like bus and bike lanes is valuable climate action also. This plan is consistent with Council goals for climate (Te Atakura) traffic safety, parking, liveability, and equity and should go ahead promptly.

Thinking about the proposed changes and the different ways people use the area, what 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

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

Feedback

1272

NAME: Christine	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 well and truely sucks. it is a wate of space and is not shared in any fashion plus the crossover bit by ambulance exit is a moronic hazard snd someone will die

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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

1273

NAME: Ben	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1274

NAME: Maria	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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?	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	Very important

Feedback

1275

NAME: William Williamson	SUBURB: Oriental Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 They are a waist of time and money. Money needs to be spent on water a sewer first. Cycle lanes are a nice to have. Once the above is sorted. Then spend money on the nice to have. It is also going to cause frustration for drives and make it even haver to drive to the airport and southern suberbs.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

1276

NAME: Rachael stephenson	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Positive
Visiting a business in the area?	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

Feedback

1277

NAME: Steve Dixon	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1278

NAME: Tom H	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Great to see the implementation process working - the improvements on Riddiford Street are spot on. Ka pai! Please also consider: 1. Moving the bus stop outside McDonald's about 80m south so that it avoids the IN and OUT lanes for McDonald's drive through. The combination of the bicycle lane, the platform and in-lane bus stop, and cyclists moving to the middle lane to go straight through to the Basin creates a lot of extra conflict. Moving the bus stop a wee way south will make this whole area much easier for bicycles and cars to navigate and ultimately make it safer. 2. Please also consider reducing the proposed conflict on the corner of Rugby St and Adelaide Road. People waiting to cross on foot and on bike will inevitably be waiting in the cycle lane turning left onto Rugby Street. Keep up the good work!

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

Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	Don't know

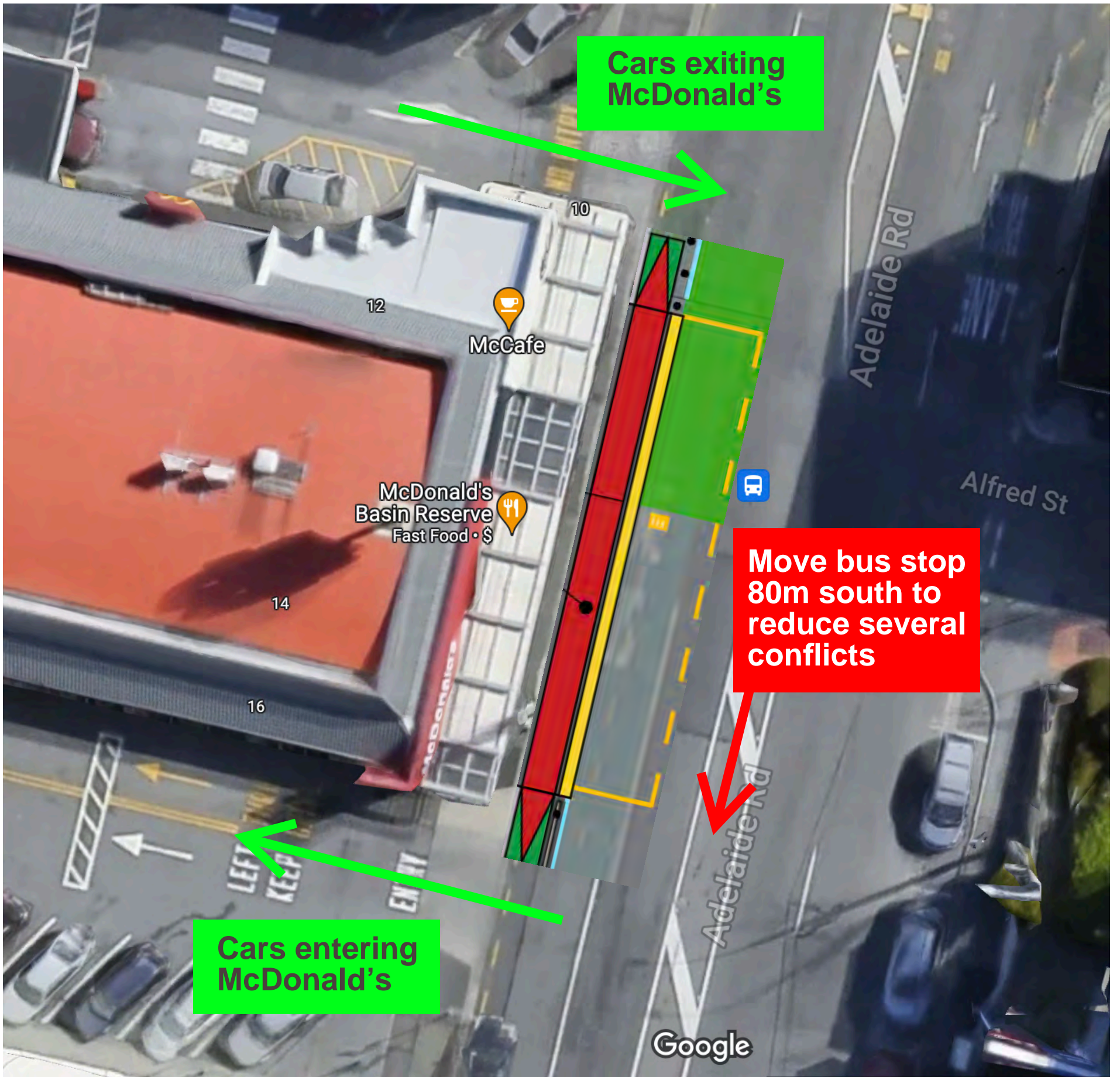
Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

Very positive

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?



Feedback

1279

NAME: Jay Harvie	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 that have been made before being put on pause have been overwhelmingly positive. As a daily commuter on this route the traffic has improved immensely and has become faster. Along with the positive improvements it has also felt much safer with bikes having been moved to their own lanes. These changes, if permanent will see me returning to travel to work via a bus

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	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

Feedback

1280

NAME: Shaakir	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 parking should be at least 120 minutes not 60 minutes.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Positive
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?	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:

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?
Important	Important

Feedback

1281

NAME: Tim Blyth	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?
Important	Very important

Feedback

1282

NAME: Ben	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cause issues when turning into side streets as you have to look in your blind spot, cyclists think cars car always see them and don't see what the cars are doing

Thinking about the proposed changes and the different ways 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 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

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

1283

NAME: Joel Cosgrove	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:

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:

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?	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

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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Very important

Important

Feedback

1284

NAME: Sam Baker	SUBURB: Johnsonville	ON BEHALF OF:	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways 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?	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

1285

NAME: Rory Sedgley	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1286

NAME: Samuel Lafontaine-Tardif	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1287

NAME: Joan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 Removing the parks around newtown school will make it significantly more difficult for families picking up their children from school each day. With the already dire hospital parking situation this would make Newtown roads chaotic and unsafe around school pick up time.

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

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:
 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?
Low importance	Moderate importance

Feedback

1288

NAME: Anne cunliffe	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
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

1289

NAME: Brendon	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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:

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

1290

NAME: Anne	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1291

NAME: Cora Meredith	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
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?	Positive
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:
 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

Feedback

1292

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mizzi Iris Aroha Lamarr	Newtown	An individual	No

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 daily commute for people who rely on cars has been turned into a nightmare with the changes in place already, and I presume the planned changes will only make it worse. In addition, removing even more parking is not only detrimental to shops along the way, as a Newtown resident I expect even more car chaos on my side street. Remove the cycle lane now and turn the bus lane on Riddiford Street back into a lane cars are allowed to use as well.

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

Walking in the area?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Not important

Not important

Feedback

1293

NAME: Hannah Mackintosh	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 walk and cycle as my main forms of transport and strongly support improvements. I support the repurposing of street space as much as possible to enable people to travel by public transport, walking, scooting, and 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.

Thinking about the proposed changes and the different ways people use the area, 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?	Don't know
Visiting a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce 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	Important

Feedback

1294

NAME: Murdoch Stephens	SUBURB: Kaiwharawhara	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1295

NAME: Cate	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 To encourage people to cycle (many people drive because they are scared of cycling in traffic), cycling infrastructure needs to be complete. In the map it's not clear how cyclists are supposed to get around the basin reserve?

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	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

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

Feedback

1296

NAME: Glenn Wilson	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 council facilitating bus/bike transport because the city is growing and in order to prevent clogging up roads people must be incentivized to bike and/or use public transport (the more people that do so, the better it is for motorists too). Solutions that prioritise more roading or parking are short term and historically don't work. I cycle back and forth through Newtown every day and I appreciate the new lanes that have already been installed. I will just note that these new lanes have thus far been placed in section of the road where it is already quite wide - bike lanes would be even more appreciated in sections of the road like leading up to the intersection with John St where suddenly you come out of a bike lane and start sharing with both buses and cars. I'm no design expert though.

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

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

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

1297

NAME: April leckie	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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:

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

1298

NAME: Alice Coppard	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bike this route everyday to work and strongly support the changes. Climate-friendly transport options should be safe and accessible to all! Specific comments and feedback below. Riddiford St -Please use enforcement to reduce the amount of general traffic driving the full length of the Riddiford Street bus lane. There are lots of drivers currently doing this and it difficult for cyclists merging into the lane. 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. Kent Terrace - Please ensure the traffic light phasing will suit people crossing the intersection by bike. As the path is 2-way, avoid allowing any traffic to cross this bike lane while cyclists have a green light.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

1299

NAME: Ben Cunliffe	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 temporary barriers are dangerous in allowing cars and trucks to park temporarily in the cycleways. It's dangerous to enter the lanes to get around parked traffic, so please make sure the permanent barriers discourage vehicles from parking in the cyclelanes. The two-lane cycleway along Cambridge Terrace looks excellent, but I don't think there will be many cycling commuters who opt to follow the cycleway onto Kent Terrace as it forces them to take a longer route to the waterfront. I imagine almost all daily commuters will continue on Cambridge Terrace and merge with traffic outside the New World, which is 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?	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?

Important

Feedback

1300

NAME: Freya	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 main hospital for the region is on this route with already little (expensive) paid parking which you are wanting/already have taken more parks away. As someone who has to go to the hospital a lot for appointments you are making the hospital more inaccessible to the vulnerable by removing those park for an unnecessary bike lane. Also what about all the businesses in Newtown that 1. Have had no consultation from you regarding removing of parks 2. Will mostly likely close because customers won't be able to find any parking around. You say you will be something place to mitigate this but parking in Newtown is already bad because most of it is residential

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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

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

1301

NAME: Vanessa	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Fixing the multiple water leaks is more environmentally important than destroying ready made roads to make cycle ways which arent used.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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:

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

1302

NAME: Izaak	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
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?	Very 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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Moderate importance

Feedback

1303

NAME: Michae Boullon	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 concerned that the bus stops, especially near the hospital, will not have enough space at peak hours. They seem too close to the cycleway and may cause conflicts when there are a dozen or so people there

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1304

NAME: Akruti Tataria	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 do not do this. You will effect so many businesses and livelyhoods of their workers. As someone who works in the area, I know first hand the effect of no parking in this area.. you will have people moving out of wellington in no time. Don't do this.

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

Walking in the area?	Negative
Using the bus?	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?	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:

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

1305

NAME: Nicky sherborne	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 way that the road is designed in the southbound lane on Riddiford St (where cars turn left into Mein St outside the hospital) is dangerous and confusing. The cycle lane should remain on the far left of the road, and the traffic light should allow for cyclists to go ahead of other traffic at the green light.

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
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?	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

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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Very important

Very important

Feedback

1306

NAME: Niki Lomax	SUBURB: Mornington	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Really supportive of the project and the work done to date. Some of the signage could be clearer on the stretch between Newtown school and the countdown. It can be confusing as a cyclist about where you need to go.

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

Walking in the area?	Very positive
Using the bus?	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?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1307

NAME: Irina Freilekhman	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1308

NAME: Michael Petta	SUBURB: Newtown	ON BEHALF OF:	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very 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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1309

NAME: Alexander Saunders	SUBURB: Kelburn	ON BEHALF OF:	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1310

NAME: Cherie	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Parking changes will be made on side streets to mitigate the removal of parking. I dont see any specification on what these changes may be for the residents or disabled drivers in Newtown

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

1311

NAME: Jess	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

Feedback

1312

NAME: blake johnston	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1313

NAME: David Wood	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 completed section is a joy to use, looking forward to the rest being completed. I have regular near misses through Newtown due to cars not sharing the road, so having our own space is important. Ideally would not like to have to share cycle lanes with bus lanes, as this can intimidate people and put them off using the cycle lane. But I understand there is limited space by the Countdown intersection. The new metal ramps at the bus stops are far superior and smoother to ride than the original plastic ones. I hope the remaining bus stops use the same ramps.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Cut-off Incident 31.5.22.gif



Feedback

1314

NAME: Rhys	SUBURB: Mount Cook	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:

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:

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?	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

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?

Important

Feedback

1315

NAME: Malikah	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bike/bus lanes aren't thought out very well from where they start to where they end around intersections.

Thinking about the proposed changes and the different ways 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?	Neutral
Driving vehicles/or riding motorbikes?	Negative
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:

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?
Moderate importance	Very important

Feedback

1316

NAME: James	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	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:

Very 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?
Not important	Moderate importance

Feedback

1317

NAME: Hannah	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	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?	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

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	Important

Feedback

1318

NAME: Natalie McDonald	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

1319

NAME: Mark Herring	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1320

NAME: Adam Sutton	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 bike to work five days a week from Newtown to the CBD. It is fantastic to see the new cycleway going in and I feel so much safer. Please keep up the amazing mahi to transform the city in to a more sustainable transport network

Thinking about the proposed changes and the different ways people use the area, 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?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1321

NAME: Emily Daly	SUBURB: Churton Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
Working/owning a business in the area?	Positive
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:
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?
Important	Very important

Feedback

1322

NAME: Angela Sutherland	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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

Feedback

1323

NAME: Jordan Hallas	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1324

NAME: Rachael Jagger	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Important

Feedback

1325

NAME: Rhedyn Law	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a connected cycleway from Newtown to the city and look forward to further connections being progressed. It is important that the design gives proper consideration to transition points between each section and clear way finding. It would also be good to understand how the route will operate when the Basin is closed for events. I can't wait to be able to safely cycle along this route with my young children.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

1326

NAME: callum allardice	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1327

NAME: Franklin	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 I really feel for the business owners having all of the street parking removed. I no longer 'pop in' to have a look since I can't get parking near by. I can only imagine how many others have also done this. I don't see enough people using the bike lanes to justify this & quite honestly, the weather in Wellington doesn't really lend itself to riding bikes, so I have a hard time understanding why these are being promoted so much

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Positive
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?	Very negative
Living with mobility or accessibility issues?	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 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?
Not important	Moderate importance

Feedback

1328

NAME: Jeremy Farnault	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1329

NAME: Jason Megchelse	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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	Important

Feedback

1330

NAME: Grace Drysdale-Dunn	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1331

NAME: Dan	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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:

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

Feedback

1332

NAME: spencer clubb	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

1333

NAME: Thomas Woodhall	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1334

NAME: Amanda Forsyth	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have to drive to work fro Karori to Melrose through Newtown. I have seen so many near misses with bikes and cars that I dewar someone will die soon.

Thinking about the proposed changes and the different ways 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?	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:

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

1335

NAME: Martin hefford	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Biking is much better 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?	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?	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	Important

Feedback

1336

NAME: Fiona	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Dangerous for bikers the exit from hospital where cars come into the area designated as a bike lane in order to see the traffic. Cross over for cars turning left and bikes wanting to go straight ahead also dangerous. Bike / bus passengers shared space will take some getting used to as passengers from the buses are not used to looking for bikes. Have slipped and fallen from my bike on the outside edge of the shared space as it is not stippled

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Important

Feedback

1337

NAME: Sarah	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:	
Walking in the area?	Neutral
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
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?	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

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

Feedback

1338

NAME: Judith Nitert	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 see there are no proposed changes to the route through basin reserve. If, as expected, bike traffic will increase as a result of the bike lanes on Kent/Cambridge and Adelaide rd, the basin reserve entrance/exits will be bottlenecks. Especially the Adelaide Rd side has 3 narrow entries next to each other, 1 is currently allocated for bikes in both directions, resulting in crashes if bikes go through at the same time. Easy to indicate the left sides one for each direction to avoid this. Also would be good to indicate the direction to go around the inside (for instance clock-wise, as you would for a roundabout) to avoid opposing traffic in the narrow path. Can we have center lines painted on the bi- directional bike lanes? (On the proposed section basin reserve - waterfront, but also on existing lanes for instance the section on Hutt road)It helps people staying in their section better and so will avoid crashes.

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

Walking in the area?	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?	Positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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:

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

1339

NAME: Dan Parker	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Negative
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:
 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	Low importance

Feedback

1340

NAME: John Parlane	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Wellington will never be a cycle friendly place. It is cold, wet, windy and hilly. A cycling utopia is not realistic here. People will always need to drive, to go to the shops in that area, carry stuff, transport their young kids or elderly parents. This is also terrible for ratepaying businesses in the area. To say it cuts commuter parking is nonsense, parking is parking, and businesses need people to be able to park or they will go 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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very 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?	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:

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

1341

NAME: Hamish Barnes	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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?
Important	Very important

Feedback

1342

NAME: Flora	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1343

NAME: Ronstone Tee	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Efficient bike and public transport is a great idea

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

Walking in the area?	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?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

1344

NAME: Kirsten Antao	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1345

NAME: Matt Shipman	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

Feedback

1346

NAME: Bryar	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	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

Feedback

1347

NAME: Jithran Pohl	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1348

NAME: Elsie Dunkley	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1349

NAME: Aaron Caulton	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

1350

NAME: Michael Freeman	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Modern cities need to continue develop infrastructure that gives people the choice to safely shift their mode of transport from private cars to PT and active modes of transport.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

1351

NAME: Isaac Gumbrell	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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?

Important

Feedback

1352

NAME: David Hamilton	SUBURB: Mount Cook	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

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

Feedback

1353

NAME: Luke	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Doesn't go far enough

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

Walking in the area?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1354

NAME: Paul	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 and the new cycle way is extremely 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?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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

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

Feedback

1355

NAME: Billy Hendry	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Very important

Feedback

1356

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Pete van Schaardenburg	Newtown	An individual	No

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:

Design it properly, consult, respond to feedback and get on with it. The issues by the hospital car park were totally predictable and just cause unnecessary hassles for all.

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

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Negative
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:

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?

Important

Feedback

1357

NAME: Courtney	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 can understand why WCC is proposing to do this it is outrageous. You are going to kill so many small business for a much smaller group of cyclists? These businesses have already suffered through covid and you know this. You are willingly going to put people out of work, put more in debt and affect the mental health and well being of hundreds of individuals and families. Listen to the public and put a stop to this. More people are against than for. Also just to quickly mention, the section outside the hospital is literally the most ridiculous thing I have seen. It is so dangerous to turn left onto Mein street for both the cyclist and the driver. Someone will die there and it will be on whoever conscious that approved that.

Thinking about the proposed changes and the different ways 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?	Neutral
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?

Not important

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

Not important

Feedback

1358

NAME: Hollis Knight	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle lane which starts where Adelaide Road meets Rugby Street is very dangerous if travelled on from the incorrect direction, it leads directly towards a blind corner to a road and into oncoming traffic. Although it could be said that any road is dangerous if travelled on in the opposite than intended direction, there could be a greater risk of scooters and bikes being used in this fashion.

Thinking about the proposed changes and the different ways people use the area, 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Very important

Feedback

1359

NAME: Avi Singh	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Important you follow through with your proposed change to the bike lane on the left hand side of Riddiford St between the hospital and Mein Street to make the bike lane run next to the footpath, as otherwise this is a safety and traffic issue. There may be an issue with closing all the turnarounds on Kent/Cambridge Terraces if people need to u-turn in an emergency - keep just one open for ambulances etc.?

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
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:

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?
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Moderate importance	Important
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Feedback

1360

NAME: Ariarne Davy	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 already made to Riddiford Street encouraged me to use a bike to commute to work in town. Getting between the Basin and the waterfront is the most nerve wracking part of my journey so I am highly supportive of a dedicated and separated bike lane along Cambridge Terrace. When I need to drive I find leaving the city along Kent Terrace more trouble than entering it on Cambridge Terrace so it makes sense to have bike lanes in both directions on Cambridge Terrace. Also extremely supportive of 24/7 bus lanes on Adelaide Road.

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

Walking in the area?	Positive
Using the bus?	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?	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

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

1361

NAME: Jake Pollock	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1362

NAME: Sam Bridgman	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 look great and separated cycle lanes are essential to get more people onto bikes. I drive more often than walk/cycle the Newtown sections and have no issues. The only change I propose would be to make Tory street a shared road and move all cycle infrastructure from Cambridge/Kent Terrace to this road. It could then join Adelaide Road where the existing bike path is. This would keep Cambridge/Kent for Public Transport and create a great Tory Street safe zone down to the waterfront.

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

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

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

Feedback

1363

NAME: Rod Horrison	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Waste, riddiford is dangerous now

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

1364

NAME: Tristan Thomas	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

1365

NAME: Brigid van der Tol	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

1366

NAME: Avery Underwood	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1367

NAME: Byron Galbraith	SUBURB: Wadestown	ON BEHALF OF: Jaycar Electronics	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

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

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

1368

NAME: Andy Mackay	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Visiting a business in the area?	Don't know
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce 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	Moderate importance

Feedback

1369

NAME: Adrian Rogers	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1370

NAME: Nikki	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Don't know
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:
 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?
Not important	Very important

Feedback

1371

NAME: Jar	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Neutral
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

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?
Important	Important

Feedback

1372

NAME: Name Here	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1373

NAME: Shane Sinclair	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

1374

NAME: Sam Thornton	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

There are three lanes on Cambridge and Kent terrace. I drive these regularly and there is never any traffic. One lane should immediately be turned into cycle lane each way.

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

Walking in the area?	Very positive
Using the bus?	Neutral
Riding bikes?	Very positive
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?

Very important

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

Low importance

Feedback

1375

NAME: Raksha Chouhan	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Not everyone is able to ride bicycles for many reasons. This is extremely costly for ratepayers and for small businesses that have struggled enough. Wish the council could come up with better options for our city rather than make things a lot worse for everyone for the sake for a minority.

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

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Very important

Feedback

1376

NAME: Phoebe	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have seen many near misses with people exciting the bus and almost getting killed by cyclists using the cycle land and not stopping for them

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

Walking in the area?	Neutral
Using the bus?	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

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

1377

NAME: Emily	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
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 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?
Not important	Not important

Feedback

1378

NAME: Talei Aldiss	SUBURB: Other	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:

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:

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?	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?

Moderate importance

Feedback

1379

NAME: Kim narsi	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Removal of parking outside Newtown school. this is already difficult with the number of parking spaces that are currently there. removal with disproportionately affect low income families with large number of children who rely on private car use to get their children to and from school. removal will also disproportionately adversely affect those parents with disabilities from accessing car parking space in a timely manner to access their child.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	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

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	Very important

Feedback

1380

NAME: Dean Michael Shirley	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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! I would like to feel safe as a cyclist.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1381

NAME: Sophia Honey	SUBURB: Brooklyn	ON BEHALF OF: VUWSA	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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

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

Feedback

1382

NAME: G MacDonald	SUBURB: Seatoun	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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:
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?
Not important	Low importance

Feedback

1383

NAME: Achilleus Papadopoulos	SUBURB: Broadmeadows	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Terrible idea to base the CAPITAL city of this country around youth that, when grown up with responsibilities will realise that it is unrealistic for the majority of Wellingtonians. Ideal for anyone young living directly in the city centre, but everyone else will suffer. Those with disabilities, elderly, those with children, shoppers not living directly down the road etc... all these people will suffer. Business will suffer too with far less business and the loss of business of those who actually have the money to spend on half their products. Concerning Wellington itself. Our city is windy, rainy and overall bipolar with weather. I say again, only the young and healthy will be able to brave these conditions for travel day in and day out. Cyclists already don't use the cycle ways provided. Half the time they're still in the middle of the road. If the council actually cared about Wellington as a city, they would look at improving roads for vehicles as well. Quality of roads, size of roads, availability of car parks. With the amount of abandoned buildings in the CBD you could make a couple more. Work on these things and it would be safer for those who want to cycle as there would be more space on the road for both cars and bikers. Have some common sense please! For those who won't be able to cycle everywhere. It's not even about a "I don't want to" it's about my 80 year old dad not being able to jump on a bike and peddle his way through these winds and rains just to go out for dinner or see a movie.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Feedback

1384

NAME: Daryl Cockburn	SUBURB: Te Aro	ON BEHALF OF: Inter-Professional Trust	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:

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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1385

NAME: Jo Blick	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1386

NAME: Lewis	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1387

NAME: Chiara LaRotonda	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
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?	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

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

Feedback

1388

NAME: Gareth	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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

1389

NAME: Caleb	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 These changes have doubled transport time for anyone leaving Newtown after 2:30pm on a week day who drive a motor vehicle. Definitely a great way to increase our carbon emissions as we now waste more fuel sitting in traffic.

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

Walking in the area?	Negative
Using the bus?	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

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?
Not important	Not important

Feedback

1390

NAME: Hilary Phillips	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 live in Northland. When I go out with my husband in the evening to a cafe, bar, theatre or cinema we take our car. We generally park on Cambridge Terrace, as that is convenient for us. We don't use the bus because, outside of general commuting hours, and late at night, the service is either unreliable or nonexistent. We don't ride bicycles because we couldn't possibly ride them up the steep hills (not even with ebikes, sorry; we are 69 and 70 years old, and in addition I have a balance problem). As you seem to have already made up your minds what you are going to do, I don't suppose you'll take too much notice of people who aren't young and fit, but I would just like to point out that we have as a house guest a young woman who cycles everywhere, and even teaches cycling to young children for a living, and she finds it extremely difficult to cycle up our hill.. Your assumption that Wellingtonians are all going to jump on their bikes and cycle everywhere is deeply flawed. This is not a flat city - it is built on hills. You are looking at the wrong overseas models. Our public transport system simply isn't good enough to support your ideals. Once you take away all that car parking, and don't improve the bus service, the retail and hospitality businesses in Newtown and Courtenay Place will start feeling the pinch.

Thinking about the proposed changes and the different ways 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?	Neutral
Working/owning a business in the area?	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:

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

Feedback

1391

NAME: Helena Li	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1392

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mark Skinner	Newtown	An individual	No

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 dont believe that Wellingtonians are going to give up their cars for bikes even if there are cycleways. The current cycleways have increased congestion and emissions. This congestion has forced traffic to use narrow side streets like Hanson St. Removing carparks damages business, when they close people will only have the supermarkets left. WCC needs to support local business and get Wellington moving, "get Wgtn moving" was a joke now its a laughing matter. Spending rate payer money on cycleways when theres a good alternative route is crazy. Cycleways have little or no walue for over 90% of the population. Reducing congestion, travel times will help reduce emissions today, reduce drivers frustrations & their costs. This would would improve the daily lives of thousands of commuters.

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

Walking in the area?	Very 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

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?
Not important	Important

Feedback

1393

NAME: Anna	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1394

NAME: Pat	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Loss of Parking will impact all the businesses. This process has been rush through without proper consultation with effected parties.

Thinking about the proposed changes and the different ways 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?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:
Very 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?
Moderate importance	Moderate importance

Feedback

1395

NAME: Will	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Having traffic cross the cycle lane between the hospital emergency entrance and Mein St is utterly crazy. It's difficult to get good sight lines to safely change lanes to drive up Mein st. I cycle and deliberately avoid this section as it seems to be an accident waiting to happen.

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

Walking in the area?	Positive
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?	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

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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Very important	Very important
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Feedback

1396

NAME: River	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:
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:	
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?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1397

NAME: Caroline Vincent	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 wholeheartedly support these changes as a previous long time pedestrian of that route and now a frequent bike or bus user. It looks like you have carefully considered the needs of many groups in making this proposal.

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

Feedback

1398

NAME: Nick Lunn	SUBURB: Island Bay	ON BEHALF OF: on behalf of a primary or secondary school	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:

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:

Walking in the area?	Negative
Using the bus?	Negative
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?	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

Feedback

1399

NAME: Gemma	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Killing the city one suburb at a time. That should be the new WCC slogan

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?

Not important

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

Low importance

Feedback

1400

NAME: Efrideet Zavala	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Very important

Feedback

1401

NAME: Elizabeth	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1402

NAME: Katrina	SUBURB: Morningside	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

1403

NAME: Jessiva	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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?

Low importance

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

Important

Feedback

1404

NAME: Hils	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1405

NAME: Alice	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1406

NAME: Angela	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

1407

NAME: Michael	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I support these changes, however it's vital that they be well-designed, taking into account feedback and evidence from the Riddiford Street section. This is especially important for the section along Cambridge Terrace - I've found Adelaide Road to be not as bad for cycling, but the Terrace has many more turnoffs, etc, and it may be the section more likely to inconvenience or confuse all road users if it's executed poorly

Thinking about the proposed changes and the different ways people use the area, 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?	Positive
Working/owning a business in the area?	Neutral
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

1408

NAME: -	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
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?	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:

Don't know

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?
Not important	Important

Feedback

1409

NAME: Courtenay	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Why remove carpark son Kent and Cambridge? You have removed so much parking around the city as it is. There is a massively under-utilised island between both. This should be reduced in width to support a bicycle lane. Parking should also be at least 2 hours

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

Walking in the area?	Very negative
Using the bus?	Positive
Riding bikes?	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:

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

Feedback

1410

NAME: Jason	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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?	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

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

1411

NAME: Rob	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	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:

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?
Not important	Very important

Feedback

1412

NAME: David	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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:
 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

Feedback

1413

NAME: Jake Ninness	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very 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:
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	Important

Feedback

1414

NAME: Ben	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

1415

NAME: Nicholas Gunby	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 loss of parking is a major failure of this scheme. Commuter and resident parking is extremely important.

Thinking about the proposed changes and the different ways 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?	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?

Low importance

Feedback

1416

NAME: Karen	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

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

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

Feedback

1417

NAME: Michal	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:

Walking in the area?	Negative
Using the bus?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Low importance

Feedback

1418

NAME: Tess	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

1419

NAME: James Shanly	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
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?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1420

NAME: Craig	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	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

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?
Not important	Moderate importance

Feedback

1421

NAME: Lynn Cadenhead	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	
Visiting a business in the area?	Very 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:
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

Feedback

1422

NAME: Christina Barr	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	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:

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?
Moderate importance	Very important

In general I support policy and investment in more public transport option that increase accessibility for all, and reduce carbon emissions.

First a bit about me, and my story in thinking about how these changes would impact me or someone who uses mobility aids.

I am a powered wheelchair user, due to life time physical disability. Over my 50+ years (30 living in Wellington City), I've had to navigate my physical environments using a range of mobility aids. Till I was 40, I used only crutches and a car. Then another 10 years using crutches, manual wheelchair and car. Since then using a powered wheelchair, when distance or public transport options could accommodate. When they don't I use a manual wheelchair and car. Based on this, I feel I have a good appreciation of access barriers for those with limited mobility in navigating Wellington city, especially the central city and nearby suburbs.

I try to avoid using my car in Wellington central and use the powered chair. As key issue in using other options is access to parking where easy (and safe) on my own to get a manual chair out of the car and set up and access business/residence.

Before I had the power chair, which not every manual chair user can get access to, finding a suitable park, was critical. Near the business I needed to go to, safe to get the chair out and into, flat access at the park, and reasonable flat to access business going to. These may not always be mobility parks, as businesses or people visiting can be anywhere. Or the mobility parks are full, especially true at Wellington hospital.

The following are the key impacts arising from the changes proposed I wish to draw your attention to, in finalising the proposals:

1. Safety of cycle ways when exiting buses at shared platforms: the design has wheelchair users exiting buses, needing to use the cycle lane. The bus ramp covers the bus platform, you roll off the ramp on to the cycle way. With people on the platform, exiting or waiting to board the bus, the cyclist view of a wheelchair user could be obscured. The wheelchair user is focusing on exiting and staying on the ramp. Ending the exit on the cycle way, before moving off. If using a power chair, if a cyclist hit it, more damage probably to the cyclist. While cyclists are to give way, my experience at the Wellington hospital trial site, was the cyclist moved off the cycle way onto the footpath. It maybe they didn't see me earlier to give way, and avoided hitting me, by going on the footpath. Or it could be they just rode round me, both scenarios creating further risk on the footpath (right in front of the shelter with people in it). Either way, hazards in all directions. Rather than give way, which means at most slow and assume others will move, recommend it be that cyclist should stop on arriving at platform, if a bus is present at the platform. Then move through at slow walking speed. Looking at sites overseas, some have wider platforms, which would avoid this scenario.
2. Access to parking near business to be able to exit safely when using mobility aids, when can't walk or wheel great distances. Where this is not able to occur, the usage of public transport options by wheelchair and other mobility aids will grow, as way to get to businesses. Therefore considerable to point 1 above becomes more critical.
3. All the changes will lead to more use of public transport, which is good. Safe design for all users, especially those with mobility limits is essential.

Feedback

1423

NAME: Katrina	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

1424

NAME: Martin Robertson	SUBURB: Other	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:
 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:	
Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Very negative
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?	Very 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:
 Very 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?
Not important	Moderate importance

Feedback

1425

NAME: Briar	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
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:

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

1426

NAME: Ellen	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very 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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1427

NAME: Natty Raymond	SUBURB: Wellington Central	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:

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:

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

Very important

Feedback

1428

NAME: Scott	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Very 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	Moderate importance

Feedback

1429

NAME: Brie	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Positive
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:

Very 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?
Not important	Moderate importance

Feedback

1430

NAME: Bee	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Move it over into the Tory, Tasman, Hanson Sts. Why try and plough this down a main arterial.

Thinking about the proposed changes and the different ways 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?	Negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:

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

1431

NAME: Blayne Chard	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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

Feedback

1432

NAME: Val	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	Negative
Visiting a business in the area?	Very 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:
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?
Not important	Moderate importance

Feedback

1433

NAME: Libby Carson	SUBURB: Kaiwharawhara	ON BEHALF OF: Kaiwhara Community Group	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:

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:

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Very positive
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?

Not important

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

Important

Feedback

1434

NAME: Andrew Sussman	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Any changes we can make to promote cycling and use of public transport will save our planet, our health and our time! These changes are for a better 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?	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

Feedback

1435

NAME: David Shoemack	SUBURB: Owhiro Bay	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 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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1436

NAME: Jacob Wahry	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I'm glad that an effort has been made to improve the bikeability of Newtown, the use is clearly up and in general seems safer. But there needs to be several changes, first the proposed Mein St. change seems less useable for bikes and a step backward. Additionally the abrupt end of the bike lap one block before Adelaide St. on Northbound Riddiford is a disaster and wildly unsafe 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?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	
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:

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?
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Very important

Very important

Feedback

1437

NAME: Aileen Campbell	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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:

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

1438

NAME: Lucy Ruck	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
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?	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

Feedback

1439

NAME: Tejas Patel	SUBURB: Churton Park	ON BEHALF OF: on behalf of an organisation	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Positive
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:

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?

Low importance

Feedback

1440

NAME: Sid	SUBURB: Maupuia	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1441

NAME: Mark Connor	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Any alteration to the main arterial route into town via Riddiford St & Cambridge & Kent Tce must not proceed until such time as an alternative anti-congestion remedy is in place around the Basin Reserve such as a fly over or a second tunnel.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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:

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?
Moderate importance	Moderate importance

Feedback

1442

NAME: Karen Young	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I am just wanting to oppose the removal of the turnarounds on Kent/Cambridge in addition to the removal of turning right into Pirie street. This would inconvenience those accessing central and southern parts of Mount Victoria after coming around the basin reserve. Trying to jump across 3/4 lanes from the basin reserve entrance is not only frustrating but dangerous in heavy traffic. Alternative routes if the plan is implemented, would be going up to Mt Cook from the Basin and along Tory street, right into Vivien street. Or continuing along Kent/Cambridge and turning right into Elizabeth street. Both of these would mean people using their cars for longer and further adding to traffic coming into the city from Vivien. It would be great if these aspects can be considered in the plan. Many thanks, Karen, Mt Victoria

Thinking about the proposed changes and the different ways 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?	Neutral
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
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?

Moderate importance

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

Moderate importance

Feedback

1443

NAME: Emma Jackson	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Don't know
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

Feedback

1444

NAME: Ixca	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Low importance

Feedback

1445

NAME: Simon kinsey	SUBURB: Te Aro	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:

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:

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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:

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?

Low importance

Feedback

1446

NAME: John	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1447

NAME: Fiona Hodge	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

1448

NAME: Kris Vaughan	SUBURB: Paparangi	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Changing small sections of the city for cycling is pointless until GWRC make public transport the appealing option for residents. People are still predominantly using cars so making it harder for people to use cars only promotes negative, aggressive actions against the council. Sort out transport into the city before looking at changing it in the city.

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

Walking in the area?	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?	Negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	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:

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?
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Not important

Moderate importance

Feedback

1449

NAME: Andrew McLean	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?

These include traffic resolution TR173-22

Don't know

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?	Don't know
Using the bus?	Don't know
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Don't know
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:

Don't know

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?
Don't know	Important

Feedback

1450

NAME: Vernita	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 am sick of rate payer funds being channeled to some councillors vanity projects with zero regard for what people want. Rather than destroying the Wellington bus network and then wasting millions of dollars creating bus only roads, why not try to fix what you (wcc) broke

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

1451

NAME: Lou	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 If it was safe to rode my bicycle between island bay and basin reserve where i work, I would. Every day. I Currently rode seldomly, i get asked by pedestrians to get on the road, where I would put my life at risk? Berhampor shops is a nightmare, why not take out parks for privatly owned cars on one side of the street between the top of hill from island bay u til berhampore shops to male room for a cycle lane? This road is too narrow for all the traffic that moves through it. Get people on bikes and the roads, our health will improve!

Thinking about the proposed changes and the different ways people use the area, what 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?	Very positive
Living in the area?	
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

Feedback

1452

NAME: Kirsten crawford	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I've been biking this route for several years from Southgate. The improvements look pragmatic and will hopefully provide a safe enough bike lane to encourage more cyclists. Suggest council engage with the basin reserve high schools to get them involved as young people of the city in this transition. Currently wellington east has no purpose built bike racks and girls do not ride. This plan is an opportunity to engage young people early to support their ownership of the proposal. Regards safety, most cyclists ride cross adaelaide road to the central median strip before the basin reserve and do not use the pedestrian crossing. This needs to be a safer crossing.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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?

Important

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

Important

Feedback

1453

NAME: Allan Marsh	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Specifically I oppose the changes made to the Wellington Hospital bus stops A, B & C. The implementation of the bike lanes at these stops has been made with scant regard to the safety and welfare of bus passengers, many of whom - myself included - visit the hospital for appointments and be somewhat less able than the general public. The need to now alight to and from a bus via a bike lane, together with the distance now of the bus shelter from the bus stop, shows that no thought has been given to the requirements of bus passengers and it is all about cyclists. While I am all for the need for a transport "mode shift", the changes made here are just prioritising one group at the expense of another. The fact that this questionnaire does not even have a category for "hospital patient/visitor" under the Relationships questions shows how little thought has been given to bus passengers at the hospital.

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

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?	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:

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

1454

NAME: Helen Curran	SUBURB: Houghton Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 use the Riddiford Street cycleway every day to cycle between Houghton Valley and my son's kindy in Newtown and on into town. We love it so much! That stretch of cycleway is the safest I feel and a huge improvement on what was formerly the scariest part of the trip. We are happier and healthier and it feels good knowing we are helping keep our emissions down. So looking forward to the extended cycleway and so grateful to you WCC for making positive change, prioritising the safety of cyclists and pedestrians and taking the future of our planet seriously. Keep up the good work!

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
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?	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

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

1455

NAME: Josephine Muollo	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
All I hear about are cyclists!! What about older people, or those with mobility issues, or those with small children! How are we supposed to get around? As for taking away the carparks around the Hospital, it is criminal!!!!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Don't know
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:
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

Feedback

1456

NAME: Luca	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 aren't going to convince anyone to ride a bike by ruining vehicular access within and through the city.

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

Walking in the area?	Negative
Using the bus?	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:
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?
Not important	Not important

Feedback

1457

NAME: Janine Gera	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?

Very important

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

Very important

Feedback

1458

NAME: Julie Barton	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 drive to work every day past wellington hospital and then turn left onto Mein Street. Having to cross a bike lane in order to turn into Mein Street is not safe for those on bikes or cars traveling this route. Someone is going to get hurt.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
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?	Very 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:

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?
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Low importance	Important
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Feedback

1459

NAME: John Faisandier	SUBURB: Mount Victoria	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 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:

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?	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

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

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



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



Feedback

1460

NAME: Judith Mason	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:

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

Low importance

Important

Feedback

1461

NAME: Pratik	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 really don't stop to consider the vast majority of Wellingtonians. You don't care about our elderly and disabled either. I can no longer take my Grandma to get blood tests or checkups at the clinic as you clowns have removed all the parking outside it. She is disabled and I now have to park the car further away and it is a real struggle to walk with her to the clinic. Using climate change as an excuse to shorehorn vanity projects into full swing is quite frankly wrong. There should be a strong focus towards better public transport and eco building incentives. Why are we not collecting rainwater in office buildings to flush toilets? Your approach is so narrow minded and caters for only a minority. Cycling is not our future, public transport is. Along with that, why are there no ev incentives?

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very negative
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

1462

NAME: Alex Gibb	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

1463

NAME: Carolyn Adams	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Please consider the impact on businesses along the route.

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

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:

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?

Very important

Feedback

1464

NAME: Emma	SUBURB: Grenada North	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

What impact will this make on those who have no option of catching buses/ riding bikes/scooters, eg low mobility people, people with babies/toddlers (especially those with multiple babies [twins] and or toddlers plus babies) or people who are socially adverse to crowding on buses (neurodivergent)?? It'll be much harder to find close parking and it won't stop people from driving in, it'll just clog up the street with traffic.

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
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?	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

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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Low importance

Important

Feedback

1465

NAME: Steve	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
This from a funding point of view is not a priority - funding needs to be allocated to sorting out water. Also, the drive to remove car parks for better cycleways is just not practical, Wellington will never be an Amsterdam, we have hills and the need to keep the city thriving from a retail perspective, otherwise, we will end up with tumbleweeds blowing down the street and in increase of inner city crime.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	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:
Very 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?
Not important	Important

Feedback

1466

NAME: Stuart Watt	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
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:
 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?
Moderate importance	Moderate importance

Feedback

1467

NAME: Vivian	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are gyms, variety of retail shops, restaurants around the place. People out from The Hutt and Johnsonville come out for yum cha, gym, coffee, shopping - parking needs to stay and needs at least P180... people don't bus from those places - bus timetable not fit and not reliable and they need their car for shopping. If no parking, people won't come out to spend. Please don't kill the business, especially in such covid recovery times and living cost crisis. There are 4 main points to mention: 1 We can have a cycle lane in the center island and not lose any car parks – this area is currently not used by pedestrians except to cross the road or pay for parking 2 The U Turns and Pirie Street left hand turn should be kept open. The cycle Lane will not be interrupted much by these remaining as they are but car drivers will have to go the long way around either around the Basin or all the way down past New World to go back to Newtown / Hataitai etc 3 The reduction in parking time to P60 is too short and needs to be at least P120 4 The council has not investigated the full impact to traffic around the Basin and customers of these changes
Cheers, Vivian

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
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:

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?
Not important	Low importance

Feedback

1468

NAME: Stephen Day	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plan. I bike or run to and from work each day from Island Bay. My kids go to Wellington High School. They bike to school — often along Riddiford Street. And my partner bikes to her work at the hospital each day. As a family, we chose to sell our car two years ago and rely on biking, public transport and shared vehicles like Mevo for our transport needs. This has worked really well. We made this choice to do something personal about climate change. But some of the transport infrastructure has not made our choice easy. I think the first priority for all our streets should be helping and encouraging people to travel by bike, public transport, walking, running, or scooting. The improvements to Riddiford Street have been great. I am grateful to the Council for accelerating work on this project. I would like to see the protected bike lane go all the way to the John St intersection rather than merging into traffic early. It can be scary merging into all that traffic — especially at peak traffic hours when drivers are frustrated or grumpy. I support the proposed changes to the Mein St intersection. I also support stricter policing of illegal parking and driving on bike lanes. I strongly support continuous bike lanes along Adelaide Road, the Basin Reserve and Cambridge Terrace. I bike along these roads most days. Biking in the bus lanes is better than biking on the open road, but it can be scary when a bus is behind you. When I was younger, I could race along beside the buses, but these days I want to go more sedately and not always arrive at work drenched in sweat. I think removing the median strip from Adelaide Road and reallocating street space from parking to protected bike lanes is a great idea — as well as encouraging biking and making it safer. It also discourages unnecessary car rides that people could replace using active or public transport. Removing car parks is the most effective action you could take to address climate change. The transfer from Adelaide Road through the Basin and onto Cambridge Tce (or vice versa) must be well designed. Currently, the design focus is on getting cars through the Basin roundabout as efficiently as possible rather than getting cyclists and pedestrians through efficiently and safely. It would be good to have a safe cycling/walking alternative to the Basin when a big cricket game or other event is on. I also support the plan’s proposal for more bus-only lanes along this route. My experience is that buses and bus lanes make the roads safer and more predictable for everyone else, including cyclists and car drivers.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

1469

NAME: Andy Roberts	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

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	Important

Feedback

1470

NAME: Jason Sector	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 should use the center island as the bike lane that way we can have our cake and eat it too.
Silly to remove car parks when we don't have 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:

Walking in the area?	Negative
Using the bus?	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?	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 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?
Not important	Not important

Feedback

1471

NAME: Rita	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

1472

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 Hataitai 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 Hataitai 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.

Thinking about the proposed changes and the different ways 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

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

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

1473

NAME: Robbie Webb	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Kia ora – next month I'm moving to Wellington and will likely be using this route to commute from Newtown to the city in the future. I strongly support the implementation of safe cycling routes, so that more people can have options for transport that are safe and accessible. Reallocation of parking and car lanes to safe continuous cycling lanes and dedicated, full-time bus lanes will help us achieve our goal of a more equitable transport system for Wellington. I have a few general suggestions: -Roll out the new bike lane in sections, so that it can be used in parts' before the full length is complete. - Ensure that where barriers are used, these are proper concrete barriers not plastic hit sticks, to deter drivers from driving over them and leaving them littered in the bike lane (a hazard to cyclists) - Ensure the cycle lane is adequately signed and painted in bright colours so that it is obvious to car drivers that it is not part of the road - Review any 'disappearing' sections of bike lane that dump cycle lane users into the regular traffic flow. Will these create dangerous merging activities that deter people on bikes who are worried about the danger of cars, like parents and children? If so, it needs to be reviewed and updated.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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?

Important

Feedback

1474

NAME: Maxine Mallinson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

1475

NAME: Digby Carter	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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:

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	Important

Feedback

1476

NAME: Karen Gray	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

What are the statistics on people wanting more bike lanes? Is it true that Wellington wants more cycle lanes or is this a local council narrative? What has happened to the proposal for light rail? this would cover climate change and public transport and suit visitors not just locals.

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

Walking in the area?	Neutral
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?	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:

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

Feedback

1477

NAME: Steve Hamilton	SUBURB: Seatoun	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 make parking in the area, difficult, could use medium strip and not loose current car parks - 60mins is too short - 120 minimum

Thinking about the proposed changes and the different ways 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?	Negative
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:

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

1478

NAME: Ginny Evans	SUBURB: Berhampore	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:

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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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

1479

NAME: Ella	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Don't listen to the businesses and car-obsessed nay-sayers. This is a very important project that lots of people support, and unfortunately people don't think to submit when they support something. This will have a huge impact on emissions reductions and a range of positive co-benefits.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very 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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1480

NAME: Dean	SUBURB: Churton Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Wellington born and bred. Haven't been on public transport in 30? years. Used to cycle when I was younger, never had problem getting around etc, but less traffic / population then. I like my cars and the flexibility and reliability of getting to and from the places I need to. All that the cycle lanes etc do is make me rethink my driving times and routes that I take. I certainly don't shop in wellington central or newtown unless really required. Spend money on water, waste, a new flash water storage facility. Our population has and will grow. We don't have the basic operating structure to support it. Old pipes and bad public transport. Spend on the sensible and things that affect the masses not the 'fairy dust dreams' that make those who don't live in the reality of the everyday life feel warm and fuzzy. The cycle lane program will continue, council will ask for opinions, ignore the backlash of negative and do their own thing. Never mind, I will enjoy sitting in my warm car on a rainy day, music on and smiling at the empty dollars on the side of the road. Stay safe out there everyone no matter how you travel.

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

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1481

NAME: Maralda	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Very negative
Using the bus?	Positive
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
Working/owning a business in the area?	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:
 Very 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?
Moderate importance	Moderate importance

Feedback

1482

NAME: Todd Kriebel	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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:
 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

Feedback

1483

NAME: Megan White	SUBURB: Lyllall Bay	ON BEHALF OF: Capital kids co operative childcare centre	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:

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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1484

NAME: Megan White	SUBURB: Lyllall Bay	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:
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:	
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?	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

Feedback

1485

NAME: Ange	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 work in a Healthcare facility on the stretch where cycle lanes have recently been priorities over short-term public parking. The decision by the council to further limit vehicle accessibility in these areas is extremely short sighted. I have heard more complaints about the limited parking than I have seen cyclists use the new lanes.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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

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	Moderate importance

Feedback

1486

NAME: Sophie	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1487

NAME: Megan	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
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?	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

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?
Moderate importance	Very important

Feedback

1488

NAME: Greg Bodnar	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

It has taken far too long to roll out these changes. The work towards safe cycling through Newtown began several years ago and are only seeing trials now.

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

Walking in the area?	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?	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

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

1489

NAME: Heather Bevan	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:
Accommodation for cycling but nothing for those who rely solely on cars for transport there are many in fact more than the number cyclists, of different ages and reasons. No parking for those cars as those allotted are filled very early.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very negative
Using the bus?	Don't know
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
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:
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

Feedback

1490

NAME: Tania O'Connor	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Very negative
Using the bus?	Very positive
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very 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:
 Very 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?
Not important	Very important

Feedback

1491

NAME: Dan	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Positive
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:

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

Feedback

1492

NAME: David	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

In general I support the change, and pleased you see you adapting to feedback around the Mein St junction. Several further specific points of feedback: 1. driving towards town at the Riddiford/Mein/Hall junction there are two lanes of traffic northbound prior to the junction, into a bus lane/traffic lane after the junction. you need to change the road markings so that only one lane is going forward (e.g. make the left lane a left only onto Hall St, so that only the right lane goes on) rather than have people either driving in the bus lane or trying to merge after the junction). 2. From the plans - it is unclear if there are changes to Buckle Street. Continued access via Buckle St is important for those coming from the South to get to the Basin schools. When Buckle St is closed for events at the Basin, you need to retain the turn-around between Cambridge and Kent Terraces. 3. I like that you clarify driving options on Rugby St entering Adelaide Rd - so the inside lane at the Basin is straight on, rather than straight or left. 4. The cycling options at the Adelaide Rd / Rugby St and at the Oriental Parade end of Cambridge/Kent look confusing on the plans. If I'm commuting (at pace) to the CBD, it's unclear if I am meant to go up Rugby St and then Tasman; or across and through the Basin to Cambridge/Kent; and at the Cable St end - it looks like I'm being forced onto Oriental Parade rather than an option to head West into town. Perhaps another trial here and adjust based on feedback.

Thinking about the proposed changes and the different ways 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?	Neutral
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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:

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

1493

NAME: Eleanor Harkness	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

I am questioning if the bus lane is adequately signed and if drivers on Riddiford Road are therefore educated sufficiently regarding its use? I typically enter the Riddiford Road area at the Hall Street/Mein Street junction and so haven't seen signage further up the street. The number of drivers still using the bus lane continues to surprise me as I was under the impression there were going to be fines for doing so? I support the idea of the bus lane and cycle lane. I do not like the pinch point at the end of the bus lane when needing to move into the left hand lane to turn up John Street however. I don't know what design changes can be made to this but I have experienced some frustration by those behind me as I signal and wait to be able to move into the left hand lane at the end of the bus lane.

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

Walking in the area?	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?	Neutral
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	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:

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

1494

NAME: Neil Bromley	SUBURB: Mount Victoria	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:

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:

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?	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?
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Very important	Very important
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Feedback

1495

NAME: Pat	SUBURB:	ON BEHALF OF: on behalf of an organisation	ORAL SUBMISSION No
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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:

Pat

Thinking about the proposed changes and the different ways 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?	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?	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 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?
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Not important	Important
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Feedback

1496

NAME: Madison Raiti-Young	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

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?

Very important

Feedback

1497

NAME: Chris	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1498

NAME: Lauren Kennedy	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Don't know
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:
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?
Not important	Moderate importance

Feedback

1499

NAME: JOHN MOORE	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 proposal seriously disenfranchises a large section of the community. Riddiford Street is home to numerous medical facilities. My friend with terminal cancer and only weeks to live arrived for her appointment at the cancer centre to find no parking. My son attending the Hand Clinic further up the road ended up parked in Hanson Street [A cyclist facing the reality of your changes].

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	
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:

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	Moderate importance

Feedback

1500

NAME: William Creighton	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	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

Feedback

1501

NAME: Jason	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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:

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

Feedback

1502

NAME: Sunshine Paul	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 new bike lanes in Newtown are a complete shambles! I don't know how they came up with that idea and why cyclists need big cycle lanes. I live in Newtown and only ever see a few using it. Waste of time and money. Put it back to what it used to be. Sunshine from Newtown

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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:
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?
Not important	Important

Feedback

1503

NAME: David Stevens	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

1. General comment - looking at the computer generated mockups of how Adelaide Road and other streets reconfigured roads will look, my immediate impression is of the great confusion that will be caused by having the same green paint colour for BOTH bus and cycle lanes. This applies throughout the city. I suggested many years ago that bus lanes should be painted a red/ochre colour which would be a more visual danger signal to wandering pedestrians - although being hit by a bike is painful and often serious, it is nothing compared to being hit by a moving bus. Such bus v pedestrian confrontations are almost invariably the pedestrian's fault wandering into the bus' path without paying attention, and red-painted bus lanes would provide a more significant visual warning cue. The bike lanes throughout the city should be continuous and remain green. 2. I feel that the main focus of all roading changes should be on improving public transport frequency and reliability, by introducing more extensive bus lanes. Buses will move far more people than will cycle, and only reliable frequent electric/hydrogen bus services will attract enough people to achieve the main objective of reducing carbon emissions. Commuter cycle lanes should be on minor roads wherever possible and not major arterial bus routes. Cycle lanes are I agree very important for recreational routes such as round the bays.

Thinking about the proposed changes and the different ways 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?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Don't know
Working/owning a business in the area?	Negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	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:

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?
Low importance	Very important

Feedback

1504

NAME: Very Concerned	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 and ease of access to people going to the hospital is vital. Reducing the parking in the area is totally unacceptable. As is reducing the parking and the ability to use cars in the central Wellington area. I have had to take people to the hospital on many occasions, and have often found that the parking in the hospital building was full.

Thinking about the proposed changes and the different ways 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?	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?

Low importance

Feedback

1505

NAME: Tim	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the proposed change to the existing roads. Bus lanes should be operational from 7am - 7pm as a minimum. More of the on street car parks that remain on adjacent roads need to have parking fees and to be priced sufficiently high to ensure parking is available for trips that are not practicable by cycle or public transport. I work in Thorndon and periodically need to travel to the hospital for work related meetings. This year, I have started to catch the bus, rather than to take a work vehicle, and this is now my preferred way of accessing the hospital. It will be great when there is a safe cycle network that connects to the hospital. I would be much more likely to cycle for these work trips, and to visit businesses along this route. The Cambridge Terrace section of the cycleway at the Elizabeth Street intersection looks quite narrow for a two-way path and looks like it has been compromised to allow for a vehicle turning lane into Elizabeth Street. I will be interested to see what this is like when installed - it may need to be reworked if it proves unsafe in use.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	
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

1506

NAME: Phoebe Jordan	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Positive
Riding bikes?	Positive
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:

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?
Not important	Moderate importance

Feedback

1507

NAME: Izzy	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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:
 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	Very important

Feedback

1508

NAME: Jeff Flavell	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycle/scooter and better bus lane provision on this key corridor in the public transport and active transport network. I visit the area as I have family members living in Newtown, and occasionally visit the hospital, and shop in the area. I mostly visit by bicycle, but do travel there by bus and on foot, and occasionally in a motor vehicle. I find cycling the route tricky, and. Prefer to use a rat-run along back streets, when it would be more convenient to travel directly, and access the shops directly. The design and plan is aligned with the safer streets initiative, and is a key part of the active transport and public transport corridor/network. It fits with the council climate action plan - it is positive action to support active and public transport modes. I support use of this corridor for purposes other than private vehicles and vehicle parking. I am aware of the views on the route that Cycle Wellington have, and I support their comments in full. The changes if made will make this a safer route, and more efficient for public transport 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?	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?	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

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

1509

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Michelle Rush	Ngaio	An individual	No

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 these proposals. I would like to see the bus lane made 24/7 in line with ensuring bus priority at all times - traffic in Wellington is often worse 'off peak' e.g. cross town traffic on weekends: having bus priority at these times will help make people switch modes by ensuring buses stay reliable when private vehicles may not be. I would also like to be assured that there will be a safe cycle route that is well marked through the Basin, e.g. when cricket matches are on: at the moment I get to the end of Adelaide Road and don't know what to do if the Basin is closed off. I would like to see WCC encourage the hospital to give serious attention to sustainable transport for its staff to free up parking within the hospital precinct for visitors - and to reduce the 'clutter' of private cars parked all over the back streets of Newtown: how about a scheme where staff cars with four passengers or more can park free at the hospital? That would help enormously.

Thinking about the proposed changes and the different ways people use the area, what 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?	Don't know
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?	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

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
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Feedback

1510

NAME: Tony	SUBURB: Wadestown	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:
 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

Feedback

1511

NAME: Emily Ridgewood	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 love the arc of climate action, the accessibility of alternate forms of transport as opposed to cars. However, what has been done to Newtown is aggravating and dangerous. The cut off lane headed towards the turn into Mein Street is poorly signaged, doesn't provide adequate space for vehicles wanting to turn up there, and is dangerous for cyclists. Newtown is a frequent route of mine, and I have lost count of the amount of vehicles who drive right along the left hand lane not realizing they can't go any further. This either results in a backlog of traffic as people teeter between trying to let a row of people in last minute - which is very hazardous right next to the entry of the hospital, and at an intersection - and also disables being able to make the short access turn onto Mein. Furthermore, I have seen several vehicles simply drive onto the footpath or work their way through the barrier to get around it when they're unable to get back onto the moving lane. This is dangerous for cyclists and for the drivers. It is also quite difficult to check and see cyclists when making that turn. The current arrangement of Newtown feels messy, over-excited, and disables free flowing use by the hospital. Furthermore with the bus lanes it disables as adequacy to make turns off it due to the 50m driving limit; yet there are several turns and routes that require use of that lane. Overall, it's required a backlog of traffic and angst in Newtown which completely negates the climate action sense - more idling cars means more carbon emissions. Growth of the roads for use for everyone, without restricting necessary components, is more suitable. I have seen busses unable to get back onto the moving lane, or avoid pulling into the bus stop altogether as they don't want to lose their place and be blocked out. Bus drivers already undergo a hellscape on Wellington's poor road map, and when talking to some about Newtown they view it quite negatively. Additionally, the reduction of parks in an area struggling for an economic flow and where the hospital is is a deep cut to struggling businesses and those trying to get emergency care.

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

Walking in the area?	Neutral
Using the bus?	Negative
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?	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

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

Feedback

1512

NAME: Pat	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 this and please make it happen soon, for me and my kids to feel safer when out on our bikes every day. The protected cycleways that are out there we use very regularly. I would love my kids to be able to safely bike around the city and get to where they need to go by themselves and know they are 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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1513

NAME: Rich Leverington	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Heading south, the traffic light sequencing on Kent Terrace is unfavourable to cyclists. As a result many cyclists turn left on Home Street (round the back of Gazleys). If the improvements go ahead then can the sequence be changed to allow cyclists to get through the three sets of lights in one go? The new see-through fence on the south side of the basin has really helped by removing the blind spot when cycling in to the basin :)

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

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

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?
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Very important

Very important

Feedback

1514

NAME: matthew	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1515

NAME: Eamonn Marra	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 impact on climate will be positive, but is not enough in itself. More work will need to be done to reduce car dependency. Once you cross the Mein St/Hall St intersection towards Newtown there is no road marking indicating that the road is bike/car shared and there is not enough space for them to go side by side. There needs to be better signage and marking that cars are expected to share the road with bikes.

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

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

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

Feedback

1516

NAME: Maurice Marquardt	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1517

NAME: William Thomson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1518

NAME: asher regan	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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	Important

Feedback

1519

NAME: EH	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1520

NAME: Wayne	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 city has numerous pipes breaking everywhere and record high rate increases. The cycle lanes are a nice to have. They also have too much impact on businesses - some may hate cars and car businesses but they are legitimate businesses.

Thinking about the proposed changes and the different ways 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?	Very 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:

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	Moderate importance

Feedback

1521

NAME: Vicki Bealing	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Don't know
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:

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	Moderate importance

Feedback

1522

NAME: Chloe	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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's really important that council takes bold action like this to reduce our impact on the climate and support alternate modes of transport like busing, cycling and walking. As a resident of the area it's clear that as the cycle way projects across the city come together alongside Let's Get Wellington moving this will be a great asset to the city, support our climate goals and keep people safe! This change is motivating me to move away from car transport and towards cycling and public transport while feeling safe on the roads

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1523

NAME: Jasper	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1524

NAME: David Middleton, ONZM	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Local communities through which the cycleways pass are most impacted by these changes. Therefore it is important to make best use of their knowledge of their own area of the city and to give their views the highest importance.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	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?
Moderate importance	Important

Feedback

1525

NAME: John Clarkson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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:
 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?
Important	Important

Feedback

1526

NAME: Phillip Mclean	SUBURB: Strathmore Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Negative
Using the bus?	Positive
Riding bikes?	Negative
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:
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?
Low importance	Important

Feedback

1527

NAME: Yasmeena	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1528

NAME: Wade	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Neutral
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Negative
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:
 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	Low importance

Feedback

1529

NAME: Tim Gordon	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	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:

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?
Moderate importance	Very important

Feedback

1530

NAME: Stuart	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 stretch of protected cycle-lane along Riddiford street is a massive improvement to the safety of riders. The raised sections that cross the bus-stop areas aren't perfect, but seem like an acceptable compromise. The signage is poor and multiple times I've had to go around vehicles (mostly commercial or taxis) parked in the cycle lanes. The section just South of the Hospital A&E entrance (with the left turn into Mein St) is quite a pinch point and I've witnessed a number of near-misses with impatient motorists.

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

Walking in the area?	Very positive
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

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?

Important

Feedback

1531

NAME: Martha Trodahl	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
They look like excellent changes. We must get moving on this stuff!

Thinking about the proposed changes and the different ways people use the area, what 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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1532

NAME: Paul	SUBURB: Brooklyn	ON BEHALF OF: Property Paint Services	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:

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:

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:

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

1533

NAME: Anonymous	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 are driving away people who are not fortunate to be young and fit, older people cannot reasonably be expected to depend on the options you are offering - we will drive to places like Porirua that are car friendly for retail or use online retail out of Australia- you are killing the city

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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?	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

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?
Not important	Not important

Feedback

1534

NAME: Leoni Hawkins	SUBURB: Northland	ON BEHALF OF:	ORAL SUBMISSION No
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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:	
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1535

NAME: Jarrod Crossland	SUBURB: Maupuia	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1536

NAME: Quentin Abraham	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Overall this is a very positive start to making the cycling infrastructure safe, healthy and climate friendly. This benefits everyone in our city at a relatively low cost. Minor areas for improvement include how to make it safe and convenient for cyclists to cross onto the intersection for the Basin without two sets of lights. Also it is a very risky maneuver at the end of Cambridge Terrace near New World merging with the traffic in the outer lane to later turn left onto Wakefield St and then onto Chaffers St for the waterfront.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1537

NAME: Dr Marion Leighton	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:

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:

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

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

Feedback

1538

NAME: M Sidaway	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have created an unsafe and ridiculous cycleway that I can see is going to seriously injure or kill a cyclist.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very 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

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

1539

NAME: Wellington Bike Parking	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Cycling is trending downwards compared to last year despite the millions spent.

Thinking about the proposed changes and the different ways 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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Feedback

1540

NAME: Maria Cotter	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1541

NAME: Jenny Robertson	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Neutral
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

1542

NAME: David Munden	SUBURB: Newlands	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	Neutral
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	Important

Feedback

1543

NAME: Thomas Bryan	SUBURB: Lyll Bay	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:
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:

Walking in the area?	Positive
Using the bus?	Very negative
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Don't know
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:
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?
Moderate importance	Very important

Feedback

1544

NAME: Michelle	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

There are some aspects of the cycle way in front of the hospital that could be refined / improved in the permanent cycleway (e.g how the towards Newtown cycle way cuts through the traffic lanes, it might be better to have it flush with the footpath not mod-lane)

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1545

NAME: Bailey Kilgarriff	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is already very limited parking available as it is. We do not need more parking taken away.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Important

Feedback

1546

NAME: Cristine Werle	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
As a tradesman, this change is going to have a huge impact on me. Without sufficient parking it makes our jobs incredibly hard. We don't use bikes or public transport, and if we did use public transport that wouldn't work out as well considering how poor our transport system is. This idea is insane.

Thinking about the proposed changes and the different ways 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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

1547

NAME: Matt	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 all for reducing emissions but we first need a bus system that is reliable. Also takes away most of the parking for the businesses in this area.

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

Walking in the area?	Don't know
Using the bus?	Don't know
Riding bikes?	Don't know
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?	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 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?
Not important	Not important

Feedback

1548

NAME: Emma	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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	Important

Feedback

1549

NAME: Joel Baxendale	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 the proposed changes to the Mein St intersection, as a driver and a cyclist.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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

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

Feedback

1550

NAME: greg	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Very negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1551

NAME: Rob McIlroy	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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	Low importance

Feedback

1552

NAME: Jacqueline	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

My husband is disabled. He cannot ride a bike or catch a bus. I need to drive him to places and need adequate parking close to shops. Cycle ways are taking away his choices of accessible shops, 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:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
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:

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?
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Not important	Moderate importance
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Feedback

1553

NAME: Bryony Oaks	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Harriet Margolis	Mount Victoria	An individual	No

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

These include traffic resolution TR173-22

Please provide any comments here:

Two copies of a letter dated 11 August 2022 have arrived in my letterbox asking for feedback about proposed changes as part of Paneke Pōneke. My primary concern in responding to this letter involves the impact of specific proposed changes--"no right turn from Cambridge Terrace into Pirie Street" and "removal of the turnarounds (u-turn areas) along Kent/Cambridge Terrace"--on access in and out of the south end of Mt Victoria. Mt Victoria is one of the most densely populated areas in the country and we are being told that that density will increase in the future. Access in and out of the suburb is therefore an important concern. At the southern end, the Basin Reserve roundabout is generally a difficult and often dangerous intersection to navigate. Given any degree of traffic present, getting from Ellice, Rugby, and Buckle Streets on and off the roundabout requires luck and patience. The Paneke Pōneke proposal affects at least one of these access points in particular. Drivers approaching the roundabout from the south who wish to use Ellice St for access to the southern end of Mt Victoria often have to deal with blocked traffic preventing access from Buckle Street across Kent Terrace onto Ellice St. At peak traffic hours one option is to go beyond the roundabout to one of the turnarounds for access from Cambridge Terrace onto Kent Terrace and then left to Ellice. Currently the safest option is to go down to the traffic light at the Vivian/Pirie intersection. If those two options—the turnarounds and the right turn from Cambridge into Pirie—are removed, then the traffic light at Elizabeth St is the next safe option. Percentage-wise, that's a significant increase, for the present and foreseeable future, in emissions, time, and increased congestion at the Elizabeth St intersection followed by extra through-traffic from Elizabeth on to Brougham (an area with extensive local foot traffic, much of it involving children and the elderly). The result amounts to discrimination against people living at the south end of Mt Victoria. Where it is proposed that some of those new high rises should be built. So I am not in favor of these two proposed changes. I haven't seen a justification for either of them, although I haven't dug deep to find one. I do see a lot about bicycles. I'm not opposed to creating safe routes for bicyclists, even though as a pedestrian I've often found my safety compromised by bicyclists here in Wellington. I'm also not, in principle, opposed to removing car parks, although I hear elderly friends with health issues worrying about how fewer places to park will affect their access to sites they need to reach. Finally, there is also one omission from the proposed changes, one that I suggest be added. Some years ago I lobbied various elected representatives about having cross hatching* added at key access points--Ellice, Rugby, Buckle Sts--with no success. The only explanation tentatively put forward for why this might not be possible was that the area has State Road status. If the NZTA is the obstacle, then Waka Kotahi remains only a cosmetic name change and the NZTA is still unwilling to do a small, simple thing if that reduces the need to do bigger, more ambitious things. But has Waka Kotahi even been approached by any Wellington political and civil representatives about making this simple change? In the present moment, and until the Basin Reserve situation is resolved—

however and whenever that might be, this small, inexpensive change could make life easier for many current and future residents. There has been a proliferation of such cross hatching around Wellington and the region in general. People often do actually honor cross hatching, which improves safety and traffic flow, as well as good will among drivers. Why hasn't cross hatching happened at this particular roundabout by now? And if traffic flow and safety are a large part of the point of Paneke Pōneke, then why has there been no apparent consideration of the impact of the points I've raised here about access to the southern end of Mt Victoria? *See this website for an explanation of cross hatching as a practice endorse by Waka Kotahi: <https://nzta.govt.nz/roads-and-rail/traffic-control-devices-manual/part-5-traffic-control-devices-for-general-use-between-intersections/emergency-vehicle-flashing-signals/road-markings/>

Thinking about the proposed changes and the different ways 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:

Don't know

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

Feedback

1555

NAME: Jack M	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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:
 Don't know

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?
Not important	Low importance

Feedback

1556

NAME: M O'Rourke	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current route heading south from the Basin Reserve to John St is already bike friendly. There is plenty of room for bikes to transit when cars are parked along this stretch (a whole half lane outside of the parked cars - this works well in other cities like Auckland). And when its a bus route there are virtually no buses anyway - so that's even more room during "rush hour". Changes along there are unnecessary. The current bike lane that runs from John St to Mein St is rather odd and is causing traffic jams and more carbon emissions. Its also not safe for cyclists. Cyclists have to cross from one lane to the other, battling with cars doing the same thing trying to get in the left lane to go up Mein St (this crossing is a blind spot), and it is creating a bottle neck. Why cant the left hand lane carry on all the way through with a give way where the bikes cross it? The changes between Mein St and John St are very sad and thoughtless - its made it harder to get parking to access the hospital (especially for the elderly and those with disabilities) and has turned that stretch of road into a bland expressway. It feels unsafe crossing the road. Also - your first two questions in this survey importantly of course ask for an opinion on bikes and buses, but omit any question in respect to electric cars (which will be the main mode of transport for our aging population accessing the hospital). Where are the questions "How important is it to make street improvements so electric cars can move efficiently around the city?" and "How important is it for people who are elderly and have disabilities and cannot ride a bike or use a bus to access the Wellington Public Hospital without having to park 5 blocks away?" The consultation questions appear very calculated to arrive at a given conclusion...

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

Walking in the area?	Negative
Using the bus?	Neutral
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:

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?

Don't know

Feedback

1557

NAME: Dorothy	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 Newtown changes have made the parking around the hospital for people impossible at a time they are often very stressed and this adds to it.....it's so very dangerous when exiting a bus...it makes the flow of traffic (cars and buses) a lot slower. As a pedestrian it is a jumbled mess and wasn't required for a very few cyclists when the area around a hospital should be a priority for Inpatients / outpatients and their families and I don't think many would be using bikes to get to and from the hospital!

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Don't know
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?

Very important

Feedback

1558

NAME: Jane Patterson	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

1559

NAME: Neil Stewart	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 section at the Mein Street traffic lights is confusing, dangerous to cyclists, with left turning Mein St traffic crossing the cycle lane and it has caused traffic congestion to be worse than it previously was.

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1560

NAME: Stephen Treacher	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1561

NAME: Julie Middleton	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a cyclist and pedestrian. Our household owns a car but we don't use it so much these days. My comments relate to the Cambridge Tce to waterfront section of this bike lane, as I live in Ellice St and current use Hania and Home Streets and the pavement to get to the waterfront. As a pedestrian I love the idea of being able to walk all the way down the middle of Kent/ Cambridge Terraces amongst the grass and trees, without endangering one's life by jay walking.. So I am happy that the slip lanes will all be closed and there will be a pedestrian crossing at the Vivian St intersection. However, as a motorist, not being able to turn right at Pirie St is a big disadvantage. I was told at the Mt Vic Hub info session that the new pedestrian crossing was the reason the right turn could not be used in the proposed scheme. When we drive out of Mt Victoria and return from the south, we return around the Basin and use the slip lane to get into Ellice St. However, if traffic is heavy, eg at peak times and around the school run time of 3 to 4pm in the afternoons, there are queues at the slip lane, and it is hard to actually cross the lanes into Ellice St. So we would, under the new scheme, have to travel to Elizabeth St, turn right the double back along Brougham to Ellice St. So, by making it easier for people to use bikes, you are expecting cars to travel further to get to their destination. This issue will be compounded by the closing of the all the other slip lanes Two things would help making the Basin slip lane more efficient and less dangerous. One is making the pedestrian cycle quicker at the Kent Tce crossing. This would give you a clear opportunity for cars to use the slip lane when the pedestrian cycle was activated, and to cross over into Ellice St. The other would be getting rid of the 4 car parks on the edge of "Bogarts Park". This would allow cars to not be held up in the Basin lanes, and to hold up cars behind them, and to quickly get out of the way and into Ellice St I am told the Basin Reserve slip lane is not in the WCC's jurisdiction, but if you can persuade Whaka Kotahi to have a new pedestrian crossing over state highway, I think Whaka Kotahi could be persuaded to make some changes to facilitate safer use of the Basin slip lane.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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?

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

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

1562

NAME: Jochem Vink	SUBURB: Johnsonville	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:

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:

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?	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?

Important

Feedback

1563

NAME: Nick	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
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:
 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?
Not important	Not important

Feedback

1564

NAME: Josh van Bergen	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:
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

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

Feedback

1565

NAME: Thierry	SUBURB: Newtown	ON BEHALF OF: Kefeai Alelo	ORAL SUBMISSION No
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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 a waste of money! Many businesses will be affected and so too will the motorist who now have no free parking other than to now use the overpriced car parks which is a huge rip off and a scam by our council to milk more money out of hard working people who will have to suffer further with the increasing cost of everything and now add more car parking cost to that. Average cost for a day of parking in Wellington now at \$18-20 which is absolutely ridiculous! Also the fact that our council received feedback from the public majority not being interested in this project yet still went ahead is absolutely absurd! This is a joke

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

Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Neutral
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:

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

1566

NAME: Peter Rendall	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

As I am mobility impaired but don't have a card getting access to the pharmacy in Newtown is very difficult. The best parking is at Countdown, but the distance up to the Newtown shops and back is extremely taxing. I need to stop every 50m or so at least there is some shelter and a few seats.

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

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

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?
Not important	Moderate importance

Feedback

1567

NAME: Carla Morris	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Overall, the basic idea is great! Loving watching the cyclists heading past in safety after years of worrying about them (I haven't cycled in a fair while). The end of the bus and cycle lanes feels unsafe, there's too much going on at once in the lane heading to John St (cyclists merging, cars switching into the John St lane, buses and cars continuing on from the bus lane, and lights to keep an eye on). Not at all keen on cars zooming past on my left as I'm doing the right thing by staying out of the bus lane when driving my car.

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

Walking in the area?	Positive
Using the bus?	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

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

Feedback

1568

NAME: Rachel France	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	Very positive
Visiting a business in the area?	Very 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

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

Feedback

1569

NAME: Maria Ni Fhlatharta	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 worry about my partner cycling to and from the hospital, especially after night shifts. I'm nervous cycling to the city, as I have a disability. more segregated pathways will make a huge difference in protecting us both from careless and sometimes aggressive drivers.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Positive
Riding bikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

1570

NAME: Rich	SUBURB: Brooklyn	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

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

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
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Feedback

1571

NAME: F Swarbrick	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 volume for cycling is low. Money should be spent on public transport. I have seen cyclist injure people getting off buses. Electric vehicles will have nowhere to park. Cycle lanes are unsafe, dangerous and bad for business. I am a cyclist and would prefer to use the road and bus lanes, not these cycle lanes.

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

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Very 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

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?

Very important

Feedback

1572

NAME: Adam Hayman	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1573

NAME: nick mouat	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

1574

NAME: Aneel	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 council are moving on this with general disregard for the businesses. It is diengenuous to say there was consultation when this was after the attempt to put in the cycle way. It is obvious that that there is very little use of cycle ways already created. The cycle advocates behaved in a disgraceful manner towards the business owners with physical abuse and threats against business owners verbal and written. This cycle advocacy is solely driven by extremist views without any balance whatsoever. To constantly claim there is widespread support is incorrect. There will never be a wideapread movement towards bikes being used for daily commuting and to say so is plain wrong even if as the council are attempting to force people out of cars, and furthermore NZ accounts for 0.17% of global emmissions, you would have to be delusional to this forcing people onto bikes in wellington will help save the planet.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?

Not important

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

Low importance

Feedback

1575

NAME: Graham Hall	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Do it now!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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?	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	Important

Feedback

1576

NAME: Honiana Love	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Bike and bus lanes should be phased in slowly as the traffic needs change - the existing bike lanes are underutilized while car traffic is congested.

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

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

Moderate importance

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

Important

Feedback

1577

NAME: Emma Ward	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 current configuration at the Mein St/Riddiford St intersection is very dangerous. The proposed change looks like it would help. I am very much in favour of a cycle lane from Newtown to the waterfront, I look forward to being able to ride to and from work safely.

Thinking about the proposed changes and the different ways people use the area, 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?	Don't know
Working/owning a business in the area?	Don't know
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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

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

Feedback

1578

NAME: Robert Cox	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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

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?
Not important	Low importance

Feedback

1579

NAME: Joe Beaglehole	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 all changes except shortening the length of time the dedicated bus lane will be available.
I do not support retaining parking on kent and Cambridge tce.

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

1580

NAME: Sabrina van Saarloos	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1581

NAME: Tim	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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: Removal of right turn bays on Adelaide Rd while still providing for right turns seems an attempt to please everyone which will ultimately result in undue congestion, poor performance and reduced safety - while vehicles giving way block traffic or the use of right turn arrows impedes traffic flow - whichever is intended. Consider removing right turns (affects the minority for benefit of majority) if turn bays can't be accommodated. If the intent is for cars to underpass in bus lane, then design should expressly cater/allow for this. 2: The cycleway to nowhere. The cycleway appears to deposit bikes on the eastern side of Oriental Bay a 100m or so from where the cycleway starts on the western (sea) side? Most cyclists will be heading towards the city so will likely exit at end of Cambridge Terrace and head to waterfront via Chaffers Street as they do now. Is expecting cyclists to go the long way round New World to hit a pedestrian crossing 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
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?	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:

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?

Important	Important
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Feedback

1582

NAME: Emma Hayward	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Feedback

1583

NAME: Peregrin	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

1584

NAME: Joe	SUBURB: Southgate	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1585

NAME: Nick Owen	SUBURB: Other	ON BEHALF OF: Willis Bond & Co.	ORAL SUBMISSION No
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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 consideration should be given to the planting of trees along the route to improve pedestrian and cyclist environment and reduce heat island effect. Whilst a great transport initiative, without careful consideration of the pedestrian environment (such as planting) the environment will be unpleasant and therefore potentially under-utilised. The secondary bike network and other infrastructure upgrades particularly around the Basin Reserve should also be expedited. We appreciate things need to be done in stages but the full utilisation and benefit of these initiatives will be realised once the much broader network is implemented.

Thinking about the proposed changes and the different ways 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?	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:

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

1586

NAME: Stuart Coats	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Don't know

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?
Moderate importance	Very important

Feedback

1587

NAME: Jamie Eng	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:

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:

Walking in the area?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
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Very important

Important

Feedback

1588

NAME: Kylie Vanston	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 The removal of significant short term parking in peripheral city areas such as Kent and Cambridge Tce is going to have a very detrimental impact on the sorts of businesses that operate in these areas that involve oversized items that require a vehicle for collection and drop off.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Positive
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

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?
Not important	Low importance

Feedback

1589

NAME: Jason Samson	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is not enough parking when visiting the hospital now, this lack of parking is a health issue and removing more parks makes it worse

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

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
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:

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?

Moderate importance

Feedback

1590

NAME: Louise Lin	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Only that I wonder if there is a better way to do the bus platforms, sometimes pedestrians stand on the cycle lane while waiting for the bus. Maybe signaling which bit is the bike lane more clearly?

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

Feedback

1591

NAME: L Riley	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1592

NAME: Vipix O	SUBURB: Mount Cook	ON BEHALF OF:	ORAL SUBMISSION No
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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:

We need a citywide maximum speed limit of 30kph for motor vehicles, or at the very least 30kph for motor vehicles on any road with a cycle track

Thinking about the proposed changes and the different ways people use the area, what 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:

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

1593

NAME: Jennifer Bauer	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

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

Feedback

1594

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
John Ong	Newtown	An individual	No

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. My main message to Council is thank you and please get on with it. There are so many reasons to love living in Newtown and in the suburbs around this proposed infrastructure. Being close to the city and so many other amenities is one of them. I can drop my kids off at school on foot, we're pretty well connected by bus and the natural terrain presents some advantages when it comes to commuting by bike. These daily benefits go a long way to helping reduce our household carbon emissions from day to day life. Real estate ads (bastions of truth...) will often allude to these kinds of handy conveniences for inner suburb homes. What they never mention is the easy and convenient on-street car parking. That's because it doesn't really exist. Sort of like big back yards in the CBD, modestly priced family homes in Mt Vic and all-day sun in Aro Valley. As a resident and regular shopper in Newtown, I know that free and easy public parking, whenever I want it, just isn't a reasonable expectation. This is a normal and accepted feature of cities and city fringe suburbs the world over in 2022. I support repurposing street space that prioritises people to travel via public transport, scooting, walking and cycling. I believe this will help make Wellington a more liveable city for more people. I bike, bus and drive to get around and use the Newtown to City route all the time. Often, the reason I'll use a car is because I'm transporting one or both of my kids. They actually really love being on the back of a bike, but I find the experience of riding with them on the road a bit harrowing. What I would love is to be able to do is take my kids to Te Papa, the waterfront and play dates in neighbouring suburbs by bike, safely. Good, connected cycle infrastructure would allow me to leave my car at home more often. The absence of my car on the days I've chosen another mode of transport means that people who do need to drive would have more space on the road and one less person competing for those precious, precious car parks. By going ahead with this plan, you can nudge my default choice for this 3km journey to being the lowest-carbon, healthiest one, and one that makes it more likely for me to stop at more businesses along the way. One piece of design feedback I have is around the connection between the Basin and Adelaide Road. When cycling northbound to the city, I normally choose to avoid the Basin and Cambridge Terrace because it feels safer and calmer to go up to Tasman then down Tory Street to get to the waterfront. One of the reasons is that, to get to the Basin from Adelaide Road, you need to move to the right-hand northbound lane to access the centre island. This can be difficult with certain levels/speeds of traffic, especially on an analog bike. Please make this connection clearer and safer for cyclists moving from the cycle lane to the island or somehow getting to the Basin from Adelaide Road. I agree with the proposed amendments to the cycle lane at the Mein St intersection.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	Positive
Living with mobility or accessibility issues?	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

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

1595

NAME: mary barr	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1596

NAME: Kristine	SUBURB: Lyall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

1597

NAME: Kelda Hains	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 have found the approach to the hall st/mein st intersection confusing as a driver and a cyclist

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

Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	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?	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

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	Important

Feedback

1598

NAME: Hai tran	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Add cycle lane in the center and not lose any car parks. No one really uses it currently. Make the parking time atleast P120. This will affect a lot of businesses and will affect anyone who has recreational activities around the city.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
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:

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?
Moderate importance	Important

Feedback

1599

NAME: Stuart knight	SUBURB: Tawa	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:
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:

Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Neutral
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1600

NAME: Greta	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 The parking changes around Wellington hospital (making the hospital inaccessible without paying extortionate parking fees) are ridiculous as is the dangerous new bike lane that will cause more accidents that it will stop, terrible planning and execution, the lack of signage and information about the lane changes is confusing and again, DANGEROUS!

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

Walking in the area?	Neutral
Using the bus?	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:
 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	Low importance

Feedback

1601

NAME: Arran	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
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

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

Feedback

1602

NAME: Uli	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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:
 Very 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?
Not important	Low importance

Feedback

1603

NAME: Kate Hodgetts	SUBURB: Melrose	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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:
 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

Feedback

1604

NAME: Rachel Laurenson	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 really happy to see the physical separation of the bike lane using uprights and not relying on paint. Also really happy that the lane will eventually link from Island Bay to the Waitangi Park waterfront. I think improving bus and bike infrastructure will be beneficial to everyone, (even including motorists as encouraging less use means lighter traffic) and hopefully especially lower income people. I do have a blind spot regarding people with mobility issues so I really don't know if this is an improvement, about the same or a potential hindrance. I hope the improved bus infrastructure will make things better for people with mobility issues.

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

Walking in the area?	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?	Positive
Living with mobility or accessibility issues?	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

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

1605

NAME: Rajinder	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Very positive
Riding bikes?	Very negative
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?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Very important

Feedback

1606

NAME: Sunny	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Positive
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?	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:
 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?
Not important	Important

Feedback

1607

NAME: Tish	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1608

NAME: Colin Wright	SUBURB: Churton Park	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Don't know
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Don't know
Working/owning a business in the area?	Positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1609

NAME: Kevin	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Negative
Working/owning a business in the area?	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:

Very 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	Moderate importance

Feedback

1610

NAME: Roslyn Hefford	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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:
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?
Important	Very important

Feedback

1611

NAME: Shelley	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very negative
Using the bus?	Neutral
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

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

1612

NAME: Catherine	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
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

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?
Not important	Moderate importance

Feedback

1613

NAME: Christine Hyndman	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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:
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?
Important	Very important

Feedback

1614

NAME: Kate	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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:
 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

Feedback

1615

NAME: Peter Kokich	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Thinking about the proposed changes and the different ways people use the area, 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?	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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Important

Feedback

1616

NAME: Jamie	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very 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

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?
Not important	Not important

Feedback

1617

NAME: Daniel millar	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
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

Feedback

1618

NAME: Sonya	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 supportive of the changes in principle to make cycling safer— but the Riddifort St section requires drivers to change lanes at multiple points and they're tending to either change mid-intersection or ignore the road markings and drive in the bus lane and/or improper lane for turning. Extending the dedicated bus/bike spaces further so there's only a single continuous car lane would be better. I frequently cycle, bus, and drive this area and while the experience is somewhat better for the first two modes and no worse for the third, it feels like a half-hearted effort which isn't well-representing what a full liveable streets transformation could do for the area. I'm also aware there's been several crashes in the area and worry about the vulnerability of cyclists— particularly at the left turn into Mein street, and especially because many cyclists in this area ride with children.

Thinking about the proposed changes and the different ways 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?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	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:
 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	Important

Feedback

1619

NAME: Sophie	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	
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:
 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

Feedback

1620

NAME: Mixalis	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Stop projecting the curbs outwards.

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Feedback

1621

NAME: Toetu	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Very negative
Riding bikes?	Very positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Very important

Feedback

1622

NAME: Joanne Craven	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 This is not a f pubic friendly hospital parks gone put Rd back as was no Bike lanes evidence is proven it dose not work for the people .you need to list to us all .no more bike lanes

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Very negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1623

NAME: Bas Paron	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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

Feedback

1624

NAME: Michael	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:

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

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
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?	Positive
Living with mobility or accessibility issues?	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

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	Important

Feedback

1625

NAME: Jack	SUBURB: Hataitai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Very 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

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

Feedback

1626

NAME: fin desmond	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 find the striped paint method of marking bike lanes in Wellington a bit messy and confusing. I think solid colour would be better

Thinking about the proposed changes and the different ways people use the area, what 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?	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

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

1627

NAME: Blair walker	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Work out how many people cycle or will cycle and how many will bus and how many NEED to drive. The minority will always be cycling. We are a city of hills and wind. Keep the roads wide open and flowing and get the public transport up better to get cars off the road. Not cycle lanes!

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

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Positive
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?	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:
Don't know

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?
Not important	Important

Feedback

1628

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris	Te Aro	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:

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

1629

NAME: James Koudounis	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 ride this route into work both on the bus and by bicycle. One of the detractors of my family riding this route is the danger from protection of the bike lanes, so this will make a marked difference in my life and my family's.

Thinking about the proposed changes and the different ways people use the area, what 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

Feedback

1630

NAME: Simon Barron	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
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

1631

NAME: Howard Storey	SUBURB: Brooklyn	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:

Thinking about the proposed changes and the different ways people use the area, 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?	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

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

Feedback

1632

NAME: Andrew ross	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Make cycling safer

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

Walking in the area?	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1633

NAME: Claire Benson	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1634

NAME: Sarah	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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

Feedback

1635

NAME: Liz	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1636

NAME: Chandni	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Don't know
Riding bikes?	Don't know
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Don't know
Working/owning a business in the area?	Don't know
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:

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

Feedback

1637

NAME: Janice	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 You are not looking after those that cannot cycle by taking away all the parks on Riddiford St. You are catering to the cycling zealots who have a loud organised 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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Negative
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Very important

Feedback

1638

NAME: Tobias	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1639

NAME: Lara	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is a great scheme, and I hope it is followed soon by more inner city bus lane infrastructure. This would encourage me to bike more around the city and feel safer.

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

Walking in the area?	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?

Very important

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

Very important

Feedback

1640

NAME: Jess Shaw	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

So important to our community to have more options created for our children and others to move independently around our city, to get to where they need to go and be protected doing so. Thoroughly support the completion of a joined up protected cycling network so people who want to use bikes, including children and those who don't use cars can move easily all around Wellington. I am enjoying the part of the network in place so far with three main areas for tweaking: 1) carry the south travelling cycle lane all the way to the Mein street intersection and phase the lights instead of having it cross the lanes- it is in the blind spot of people driving and a dangerous point of contact 2) carry the north travelling protected lane all the way to the John Street Intersection instead of merging it with traffic after the bus stop- I have nearly been squashed by a bus a few times at that merge 3) continue the south travelling cycle lane through the Newtown shops removing the car parks in front of Newtown school to do so- again I have experienced a number of incidents of south travelling trucks and cars forcing me up against the 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:

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?

Very important

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

Very important

Feedback

1641

NAME: Nix McGhie	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Neutral
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?	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

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?
Moderate importance	Very important

Feedback

1642

NAME: Paul Jones	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	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?	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?

Important

Feedback

1643

NAME: Jason Zhao	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 We have so many other problems more urgent and need to be dealt with terrible road conditions, drainage, slips and etc. retail and hospitality businesses are just recovering from Covid affect, this is just going to create more problems for them and make our city less attractive for everyone to visit. Scarify 99% of users to compromise 1%.

Thinking about the proposed changes and the different ways 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?	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:
 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?
Not important	Important

Feedback

1644

NAME: Peter Webb	SUBURB: Te Aro	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:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Negative
Riding bikes?	Very positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Very important

Feedback

1645

NAME: Rob Holmes	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Prioritising public transport and bikes within our city is an essential step towards reducing our carbon emissions - but also a great move to reduce congestion.

Thinking about the proposed changes and the different ways people use the area, 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?	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

1646

NAME: Claire Nolan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 cycleway could go on a different route on quieter streets with low cost such as road markings. A route behind the hospital Is a good idea. Putting cars busses with own fast lanes and cycleways on both sides of the streets us making it unsafe. Categorising cycling as saving emissions is untrue very little will be saved if any. Too few cyclists a quarter of us would have to cycle and not also gave car at home as cyclists often do. The route is unsafe there have been near misses around the cross over to Mein street. And getting on and off busses this is absurd Crossing bikes across people getting off busses. Go behind the bus shelter. The route needs to be totally redone. The businesses treated with respect. They are more important than a few people cycling. Some extra parking and loading zone is a positive but you will need to provide more in the long run Newtown has no carparks. The cycleway can go in the middle if the road in Kent that's a NO brainer. Please do things competently in 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?	Neutral
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?	Negative
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:
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	Very important
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Feedback

1647

NAME: Ben	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Newtown cycle way is the worse design I've ever seen. Dangerous and 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:

Walking in the area?	Negative
Using the bus?	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:
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?
Not important	Not important

Feedback

1648

NAME: Jono Nott	SUBURB: Lyllall Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very 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?	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

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

Feedback

1649

NAME: Elaine	SUBURB: Rongotai	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 Not well thought out. No consultation. 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?	Very negative
Using the bus?	Positive
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:
 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	Moderate importance

Feedback

1650

NAME: Morgan Harrison	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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:
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

Feedback

1651

NAME: Stephen piper	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Hospital parking is a major concern with no parking available and forced to park in Newtown surburn streets, not. Ice in the rain

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

Walking in the area?	Very positive
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1652

NAME: Luci McDougall	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Positive
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:
 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

Feedback

1653

NAME: Angela Rothwell	SUBURB: Mount Victoria	ON BEHALF OF: Mt Victoria Residents Association	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

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

1654

NAME: Max Bicknell	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1655

NAME: Harry Basire	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1656

NAME: Gabriel Gati	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Safer separated bike lanes pls - make it safe for ages 8-80 and do it yesterday.

Thinking about the proposed changes and the different ways people use the area, what 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

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

1657

NAME: Shane Marshall	SUBURB:	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:
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

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?
Not important	Low importance

Feedback

1658

NAME: Spencer Cameron	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Reducing carparks will reduce the number of people using the city meaning most shops and restaurants will close

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

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

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

1659

NAME: Anne Louise	SUBURB: Island Bay	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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

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

Feedback

1660

NAME: John Williams	SUBURB: Thorndon	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1661

NAME: Lydia	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 this is a great idea and we need more bikes and public transport in the city.

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

Walking in the area?	Very positive
Using the bus?	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?	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

Feedback

1662

NAME: Kura	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 just want to register my general support for a city wide network of safe cycle ways. At the moment it's quite harrowing trying to bike around town with our skinny little roads and no space for bikes. After coming back from ChCh I really miss their safe separate cycle ways in the CBD and quite little network of leafy bike/walkways. It was a relaxing and really pleasant way to get around town and to work, I can't wait till I can do that in Wellington. Also, it really sucks having big box stores be the only places I can reasonably shop at if there is no other way to get there besides car, as they are the only ones able to afford an ugly sea of car parks out front. I want to shop locally, but in reality I don't do it when I'm driving, and I doubt I'm the only one. One more suggestion, I'm saving up to buy a cargo bike as it's getting too expensive to drive, and they seem like a very legitimate car replacement. Able to haul kids/groceries/bags of potting mix ect. I'm really looking forward to it, but I have heard that they can be very difficult to get up over curbs and would appreciate ramps or something similar for any transactions from road to cycle way. Many thanks.

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

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

1663

NAME: Natalie Woodhall	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly 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:

Walking in the area?	Neutral
Using the bus?	Negative
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Feedback

1664

NAME: Arate Payer	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Neutral
Working/owning a business in the area?	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:
Very 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	Low importance

Feedback

1665

NAME: Ricki W	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 think public transport is very important. However, the cycle lanes are extremely under-utilised. I do not see the positive cost/benefit analysis. Less cycle ways, more road, better public transport, less slow and arrogant cyclists.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
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?	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:
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

Feedback

1666

NAME: Keran Duley	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION
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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:	
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?	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

Feedback

1667

NAME: Mathea Roorda	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 a separate bike path; it's been a long time coming so look forward to it finally being completed.

Thinking about the proposed changes and the different ways people use the area, 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:

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

1668

NAME: Jude Douglas	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 already feeling much safer to cycle on these protected routes. i live in Colombo st and am in my 60s and want to cycle more but haven't felt safe (except during lockdown) The protected cycleways really make me feel a lot safer.

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

Walking in the area?	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:
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	Important

Feedback

1669

NAME: Alex	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Don't know
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?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Moderate importance

Feedback

1670

NAME: Geena	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1671

NAME: Emily McGeorge	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very 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?	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:

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

Feedback

1672

NAME: Emily Ashill	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1673

NAME: Laurence Diack	SUBURB: Pipitea	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

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

Feedback

1674

NAME: Ben Zwartz	SUBURB: Vogelstown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 hope the merge across the traffic outside McDonalds into the traffic island at the very northern end of Adelaide Rd can be made as safe as possible, maybe with a flashing light when cyclists are coming (like the Petone offramp). I am concerned that removing bus stops near Countdown may not help mode shift of shoppers on to buses, but if the buses are faster I guess that is a reasonable trade-off. I hope nearby residents are consulted before bus stops are removed. The completed section on Riddiford St is great - I feel much safer biking there now. I support the removal of all turnarounds between Kent and Cambridge Tce, to make a continuous bike lane there. Please build it ASAP, as a response to the climate emergency and as the budget is all ready to. I don't want to hear more excuses about lack of capacity - I don't believe this sort of construction is super-skilled and the scale can grow to implement the plan quickly. Thank you for making the planet and our children's safety a priority over cars!

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Negative
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
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Feedback

1675

NAME: Patrick Davies	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
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

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

Feedback

1676

NAME: caleb	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Positive
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?	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:

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?

Not important

Feedback

1677

NAME: Joel	SUBURB: Roseneath	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Give less weight to the businesses outside these areas thinking they will lose business. I liken it to the people opposed to the indoor smoking ban.

Thinking about the proposed changes and the different ways people use the area, what 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

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

I strongly support the proposed changes including the traffic resolution. This will be good for everyone.

This is one of the best ways to modernize our city, cars are not the future, if there were easier/ more reliable ways to access Newtown, I'd visit more often.

Ngā mihi



Feedback

1678

NAME: Claire	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Can the cycle lane go through the centre island on Cambridge/Kent terrace instead? It is dead space at the moment. The basin is already a gridlock and awful to drive. Closing turning points and sending more traffic that way is concerning. Reduction in parking spaces and time- it is already such a short amount of time you can park for and very expensive. It is becoming increasingly difficult to attend wellbeing activities such as the gym in the area. There are no buses routes to get me home after and you are forcing young women to walk home, sometimes through unsafe areas as they currently cant afford to park there and now will not be able to park long enough. So publics wellbeing (mental and physical) as well as local businesses are going to be impacted. How will you be supporting the public to be safe? How will you be supporting the publics wellbeing? How will you be supporting access to local businesses?

Thinking about the proposed changes and the different ways 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?	Neutral
Driving vehicles/or riding motorbikes?	Don't know
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?	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?

Important

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

Important

Feedback

1679

NAME: Paul Ellis	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 stop cycle ways and appeasement of a small section of society (cyclists) we have very poor weather and extremely poor topography. We are not Amsterdam. Just stop it.

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

Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Positive
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?

Not important

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

Low importance

Feedback

1680

NAME: Philippa Yasbek	SUBURB: Mount Victoria	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	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	Important

Feedback

1681

NAME: Keriann	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Feedback

1682

NAME: Marcus McShane	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 generally cycle from melrose into town every day, but have a one-year old child now, and even though I have a cargo bike capable of carrying her in a fully rated car seat, I've become much less indifferent to being cut off and pulled out in front of by drivers, as I'm nervous for her safety a lot more than for my own. This is the main route I cycle, and the changes already down to the two blocks on Riddiford are remarkably improved, safetywise, for riding with traffic. The main change would be to stop people just parking in the bike lane, as there's still seldom a day I don't have to negotiate into fast traffic and back again to get around a car that's just been parked taking up the entire bike lane, and blocking it utterly. Cycling is my main form of transport and has been for twenty years, and I can survive on roads without bike lanes fine (when I'm not carrying my daughter), but beginning and more nervous cyclists definitely need them to build capability and confidence. This section of cycle lane bridges a critical pinch point of narrow roads with high traffic that discourage a lot of people cycling into town from Berhampore and Newtown and Lyall Bay, because anyone coming from those suburbs will have to squeeze through the Riddiford / Adelaide section.

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

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	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?	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?

Important

Feedback

1683

NAME: Katrina	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

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

Feedback

1684

NAME: Nick Dowse	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Along the Adelaide road stretch I would love to see raised and continuous sidewalks/bike lanes through the intersections (eg Oxford st, Brown St, Douglas St, King St, Alfred St, Girton Tce etc). This will have the dual purpose of slowing cars down as they enter/exit those streets as there's now a speed bump to contend with, and improving the pedestrian/cyclist experience as their path continues without interruption. (Inspiration from here: <https://youtu.be/9OfBpQgLXUc>).

Thinking about the proposed changes and the different ways people use the area, 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?	Very negative
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?	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:

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

1685

NAME: Bridget	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Super dangerous for bikes and cars

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very 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:
 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	Very important

Feedback

1686

NAME: fraser	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 is vital to improving the quality of life for Wellingtonians. We need more choice for safer ways to get around. All the evidence is very clear that protected bus ways and cycle ways increase bus usage and cycling rates. It will save the city and all residents money too as it is much cheaper to maintain this infrastructure than to expand car infrastructure

Thinking about the proposed changes and the different ways people use the area, what 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

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

Feedback

1687

NAME: Keith Robertson	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Positive
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?	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

Feedback

1688

NAME: Cassandra Bahr	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
Finally, a bike lane between Kent/Cambridge Tce!

Thinking about the proposed changes and the different ways people use the area, what 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?	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?	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

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

Feedback

1689

NAME: Sophie Price	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 hugely in favour of dedicated bike lanes - in particular ones which are off road / have dividers to stop cars going into the lanes on accident. I didn't feel safe to bike in Newtown without these, and would've biked to work / town regularly if it were available.

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

Walking in the area?	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?	Very positive
Living with mobility or accessibility issues?	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:

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

Feedback

1690

NAME: Tom Murphy	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1691

NAME: Niamh	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	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

Feedback

1692

NAME: Gareth	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION No
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Do you support the proposed changes to the Newtown to city route?
 These include traffic resolution TR173-22
 Strongly oppose

Please provide any comments here:
 Massive disruption to business with reduced parking.

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

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Very negative
Driving vehicles/or riding motorbikes?	Positive
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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Moderate importance

Feedback

1693

NAME: Alex	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
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?	Very positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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

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

Feedback

1694

NAME: Andy Cameron	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

Strong support for ensuring safety and better movement of buses. Project team need to recognise that cargo bikes are becoming more popular, and are often wider than standard bikes, meaning widths of bike lanes need to be consistent along the full length of the path.

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

Walking in the area?	Positive
Using the bus?	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?	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

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

Feedback

1695

NAME: Richard Selby	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:

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?	Very positive
Visiting a business in the area?	Neutral
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

Feedback

1696

NAME: Rob Burgess	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:	
Walking in the area?	Neutral
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?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	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:
 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

Feedback

1697

NAME: Seth	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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:
 Thank you for your continued concerted effort to drive forward with providing better active-modes infrastructure in the city. We know that cities thrive and are simply better when more importance and priority is given to the pedestrian and cyclist, rather than to driving and parking. Thank you for all the mahi you do to drive this forward, in spite of constant uninformed noise in opposition. Definitely in support of 1B: Having protected bike lanes going in both directions will be so much more worthwhile than a single two-direction lane.

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

Walking in the area?	Positive
Using the bus?	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?	Very positive
Living with mobility or accessibility issues?	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

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

Feedback

1698

NAME: Yael	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION No
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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 plan will greatly improve ability to cycle in the city. Bike lanes should be fully separated from both cars and pedestrians. Ideally, any remaining carparks would be in between bike lane and road. Lanes should ideally be separated by physical concrete barrier.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Don't know
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Don't know
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?	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:
Don't know

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

Feedback

1699

NAME: Fletcher Stevenson	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
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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?

Submission - Stop these poorly thought out cycle ways.pdf

Stop these poorly thought out cycle ways. Keep as many car parks as possible.

Just plain ridiculous !

Feels like actual children planners

Business destroyers.

Ps Turn the circumference of Waitangi park into car parks💡 free ones

Regards tax and rate payer and the odd parking fine payer 😊

Sent from my iPhone

Feedback

1700

NAME: John Whiting	SUBURB:	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

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?

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. [REDACTED]

Feedback

1701

NAME: Paul Robinson	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
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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?

08 October 2020

██████████
██████████

Tēnā koe ██████████

Your Official Information Act request, reference: GOV-006790

Thank you for your email of 10 September 2020, asking for the following information, which we are responding to under the Official Information Act 1982 (the Act):

details of injuries and where they occurred especially related to cyclists. My research topic is about the physical factors contributing to cyclist injuries. So details about road conditions, injury type, location of accident, were they hit by a car? etc would be great. csv files would be great. If it contains demographics, that's good too

As we advised you on 24 September 2020, ACC partially transferred your request to Waka Kotahi (NZTA) so that they could also provide you the data they hold about cyclists' injury crashes.

Cycling injury data

Please see the attached excel spreadsheet titled: *GOV-006790 Data for response* which has two sheets *Cycling injuries* and *Road account*. The data in the second sheet is a subset of that in the first. Please refer to each sheet for the individual notes about the data provided.

Ethnicity data

ACC data is largely reliant on information provided on the ACC45 Injury Claim Form. On this form up to six ethnicities can be chosen.

However, in our reporting system, a claim can only have one ethnicity attributed to it. While a maximum of six ethnicities can be chosen on the ACC45 form, the system prioritises these as follows:

- Māori, regardless of other ethnicities, are classified as Māori.
- Pacific peoples, with any other responses other than Māori, are classified as Pacific.
- Asian peoples, with any other response other than Māori or Pacific, are classified as Asian.
- Other Ethnicity, regardless of any other response other than Māori, Pacific or Asian, are classified as Other.
- European, without listing Māori, Pacific, Asian or Other, are classified as European. Residual categories are those people whose ethnicity was not stated.

Free text search

As noted above, the data set available to ACC is reliant on the information provided on an ACC45 injury claim form, which is completed when a person seeks treatment for their injury. There are multiple fields on the ACC45 form, some fields are mandatory to complete, and others are not.

There is a free-text field 'accident description' on the form where a person can provide a brief description of how their accident happened. This field is not mandatory to complete and not every client does so. Also, when the field is completed there is considerable variation in the way accidents are described.

The data in table 2 of the sheet titled *Cycling injuries* was extracted for cycling related claims where the key word "car" was used in the accident description field. In the sheet titled *Road account*, the count is where the accident description contains 'cycle', 'cyclist' or 'cycling' but not motorcycle.

Due to the limitations above, while largely representative of the claims received by ACC, the data should not be considered a complete, definitive measure of the claims related to cyclists' accidents involving a car that ACC received during the period covered by this response.

ACC cares about privacy

ACC does not routinely disclose low value numbers related to claims. Accordingly, some of the values in the tables only indicate that the number is less than 4 (denoted as <4). This limits the potential for particular individuals or matters specific to certain individuals from being identified.

Withholding in this way is necessary to protect the privacy of these individuals under section 9(2)(a) of the Act. In doing so, we have considered the public interest in making the information available and have determined that it does not outweigh the need to protect the privacy of these persons.

How to get in touch

If you have any questions, you can email me at GovernmentServices@acc.co.nz.

If you are not happy with this response, you have the right to make a complaint to the Ombudsman. Information about how to do this is available at www.ombudsman.parliament.nz or by phoning 0800 802 602.

Nāku iti noa, nā



██████████
Manager Official Information Act Services
Government Engagement & Support

Table 1 Number of new claims, number of active claims, and active claim costs (excluding GST) for cycling related injuries

Calendar Year	New Claims	Active Claims	Active claim costs
2015	26,444	29,628	\$47,811,410
2016	28,365	32,043	\$56,564,632
2017	27,104	31,476	\$60,577,256
2018	31,442	35,027	\$64,326,264
2019	48,066	52,698	\$93,231,446
2020 to 31 August 2020	33,338	40,780	\$73,961,583

Table 2 Number of new claims with car related cycling injuries

Calendar year claim lodged	Claim Count
2015	1,614
2016	1,651
2017	1,600
2018	1,549
2019	1,655
2020 to 31 August 2020	1,027

Table 3 Number of new claims for cycling related injuries by the 10 most common primary diagnoses

Primary Diagnosis	Calendar year claim lodged					
	2015	2016	2017	2018	2019	2020 (to 31 Aug)
Soft Tissue Injury	14,652	15,499	14,948	17,494	27,289	19,029
Laceration / Puncture / Sting	6,404	6,955	6,425	7,257	10,433	7,055
Fracture / Dislocation	3,514	3,747	3,612	4,265	6,499	4,656
Dental Injury	676	795	807	787	1,070	746
Concussion / Brain Injury	442	520	491	564	978	619
Foreign Body in Orifice / Eye	91	85	73	85	157	88
Burns	23	20	15	56	129	75
Gradual Onset	31	34	16	20	47	32
Amputation / Enucleation	6	10	5	5	14	6
Hernia	4	7	1	4	12	2
Other	601	693	711	905	1,438	1,030
Grand Total	26,444	28,365	27,104	31,442	48,066	33,338

Table 4 Number of new claims for cycling related injuries by the 15 most common primary injury sites

Primary Injury Site	Calendar year claim lodged					
	2015	2016	2017	2018	2019	2020 (to 31 Aug)
Knee	3,259	3,357	3,226	3,739	5,351	3,623
Shoulder	2,625	2,785	2,685	3,160	5,125	3,486
Upper and Lower Arm	2,595	2,886	2,775	3,243	4,856	3,367
Hand / Wrist	2,307	2,457	2,325	2,593	4,090	2,858
Back / Spine	1,928	2,149	1,993	2,386	3,835	2,749
Face	2,034	2,253	2,050	2,251	3,076	2,266
Chest	1,274	1,391	1,328	1,628	2,526	1,804

Table 6 Number of new claims for cycling related injuries by ethnicity

Ethnicity	Calendar year claim lodged					
	2015	2016	2017	2018	2019	2020 (to 31 Aug)
Asian	1,116	1,350	1,257	1,501	2,119	1,427
European	19,758	21,099	20,413	23,788	36,689	25,612
Maori	3,058	3,288	2,945	3,283	4,578	2,991
Pacific Peoples	961	1,003	874	871	1,231	866
Other Ethnicity	1,154	1,221	1,178	1,375	2,258	1,555
Residual Categories	397	404	437	624	1,191	887
Grand Total	26,444	28,365	27,104	31,442	48,066	33,338

Table 7 Number of new claims for cycling related injuries by age

Age	Calendar year claim lodged					
	2015	2016	2017	2018	2019	2020 (to 31 Aug)
0 - 4 years	1,107	1,285	1,074	1,412	2,161	1,547
5 - 9 years	2,542	2,896	2,629	2,880	4,076	2,904
10 - 14 years	3,307	3,594	3,614	3,864	6,219	4,149
15 - 19 years	2,293	2,299	2,211	2,377	3,548	2,247
20 - 24 years	1,662	1,699	1,432	1,655	2,344	1,411
25 - 29 years	1,566	1,622	1,634	1,917	2,810	1,886
30 - 34 years	1,468	1,532	1,413	1,733	2,837	1,851
35 - 39 years	1,606	1,613	1,591	1,797	2,820	1,950
40 - 44 years	1,974	2,070	1,858	2,113	3,375	2,154
45 - 49 years	2,025	2,163	2,100	2,460	3,910	2,624
50 - 54 years	2,000	2,137	2,092	2,390	3,616	2,473
55 - 59 years	1,710	1,813	1,712	2,082	3,188	2,355
60 - 64 years	1,226	1,367	1,378	1,695	2,473	1,976
65+ years	1,958	2,275	2,366	3,067	4,689	3,811
Grand Total	26,444	28,365	27,104	31,442	48,066	33,338

Table 8 Number of new claims for cycling related injuries by region

Region	Calendar year claim lodged					
	2015	2016	2017	2018	2019	2020 (to 31 Aug)
Northland	732	873	838	1,069	1,639	1,060
Auckland	6,034	6,552	5,931	6,886	10,225	7,345
Waikato	3,050	3,176	2,978	3,575	5,323	3,696
Bay of Plenty	2,718	2,753	2,573	3,079	5,289	3,644
Gisborne	245	237	291	271	490	295
Hawkes Bay	1,251	1,295	1,185	1,316	1,892	1,306
Taranaki	652	699	683	757	1,148	909
Manawatu-Whanganui	1,024	1,190	1,010	1,215	1,755	1,365
Wellington	2,446	2,622	2,598	2,927	4,251	3,136
Tasman	417	435	487	530	829	605
Nelson	771	764	750	894	1,409	888
Marlborough	369	381	406	414	611	456
Canterbury	3,774	3,999	3,994	4,651	7,429	4,906
West Coast	203	223	204	287	410	284

Neck / Back of Head Vertebra	1,304	1,284	1,285	1,580	2,426	1,650
Lower Leg	1,318	1,398	1,374	1,508	2,259	1,559
Hip / Upper Leg / Thigh	1,316	1,407	1,278	1,511	2,259	1,644
Finger / Thumb	1,072	1,052	1,101	1,349	2,187	1,501
Ankle	945	1,011	980	1,109	1,740	1,210
Elbow	988	1,042	1,029	1,033	1,554	1,088
Head (Except Face)	873	1,025	917	1,019	1,652	1,062
Foot	521	603	573	658	1,057	726
Other	2,085	2,265	2,185	2,675	4,073	2,745
Grand Total	26,444	28,365	27,104	31,442	48,066	33,338

Table 5 Number of new claims for cycling related injuries by gender

Gender	Calendar year claim lodged					
	2015	2016	2017	2018	2019	2020 (to 31 Aug)
Female	8,769	9,328	9,049	10,522	15,378	11,386
Male	17,675	19,037	18,055	20,920	32,688	21,952
Grand Total	26,444	28,365	27,104	31,442	48,066	33,338

Notes about the data

This data is for any accidents where cycling is mentioned in the accident description, and includes for example mountain biking accidents.

This data is for claims lodged between 1 January 2015 to 31 August 2020.

Accredited employer claims have been excluded.

New claims are counted by the date they are lodged with ACC. A claim can be lodged immediately after an injury or at a later date.

Active claims are ones that generated a payment in the period. A claim can be active over many years and appear more than once in the data. The count of Active claims includes new claims for which a payment has been made in the period.

Costs are based on payment date. Payment date may be different to the date of service.

The cost of emergency treatment at public hospitals is bulk funded under the Public Health Acute Services (PHAS) agreement. The costs for ACC covered accidents that fall under this agreement are not individually billed to ACC and allocated to individual claims. Rather, the costs of emergency treatment are covered in a bulk payment made to the District Health Boards each year, via the Ministry of Health.

Diagnosis is based on the client's primary injury. Claims may have multiple covered injuries however, secondary injuries are not counted in this data.

Age is the client's age when the claim was lodged and may differ to their age at the time of the accident.

Region is where the accident took place and may differ to where a client was residing at the time.

The data was extracted on 23 September 2020 and may differ if rerun at a later date.

Otago	2,047	2,380	2,434	2,692	4,242	2,851
Southland	415	493	441	539	700	507
Other / Unknown	296	293	301	340	424	85
Grand Total	26,444	28,365	27,104	31,442	48,066	33,338

Table 9 Number of new claims for cycling related injuries registered by prior activity

Prior Activity	Calendar year claim lodged					
	2015	2016	2017	2018	2019	2020 (to 31 Aug)
Recreation / Sporting Activity	24,983	27,078	25,690	27,255	36,595	26,704
Driving / Riding	1,312	1,133	1,202	3,635	8,579	5,769
Getting on / off or in / out of	16	9	19	97	299	206
Lifting / Lowering / Loading / Unloading	14	14	18	56	210	120
Children Playing	30	28	35	75	157	96
Employment Tasks (NEC)	18	19	12	55	151	89
Receiving Medical Treatment	4	3	5	44	138	86
Walking / Running	19	13	17	41	81	64
Ascending / Descending	3	4	9	38	113	51
Using / Operating (not Machine)	4	2	5	11	25	14
Other	41	62	92	135	1,718	139
Grand Total	26,444	28,365	27,104	31,442	48,066	33,338

Table 1: Number of new claims, number of active claims, and active claim costs (excluding GST) for cycling related injuries on the road.

Calendar Year	New Claims	Active Claims	Active Costs
2015	485	678	\$5,448,575
2016	471	692	\$6,226,291
2017	519	716	\$6,507,515
2018	471	692	\$6,936,933
2019	453	688	\$7,499,249

Table 2: Number of new claims for cycling related injuries on the road broken down by top 5 most common primary diagnoses.

Primary Diagnosis	Calendar Year lodged				
	2015	2016	2017	2018	2019
Soft Tissue Injury	241	252	272	243	206
Fracture / Dislocation	97	85	98	102	94
Laceration / Puncture / Sting	96	99	90	78	88
Concussion / Brain Injury	24	19	24	18	22
Dental Injury	13	7	11	8	16
Other	14	9	24	22	27
Grand Total	485	471	519	471	453

Table 3: Number of new claims for cycling related injuries on the road broken down by top 15 most common primary injury sites.

Primary Injury Site	Calendar Year lodged				
	2015	2016	2017	2018	2019
Shoulder	60	54	40	58	47
Head (Except Face)	41	41	49	39	57
Upper and Lower Arm	35	47	40	42	43
Knee	47	47	50	40	30
Back / Spine	28	37	42	41	29
Hand / Wrist	37	41	38	26	23
Hip / Upper Leg / Thigh	32	32	34	24	28
Neck / Back of Head / Vertebr	41	26	32	24	25
Chest	28	30	27	47	23
Face	34	22	30	25	31
Elbow	16	15	24	16	18
Lower Leg	13	14	22	10	22
Finger / Thumb	17	15	19	14	11
Ankle	12	15	14	10	7
Abdomen / Pelvis	6	9	7	14	6
Other	38	26	51	41	53
Grand Total	485	471	519	471	453

Notes about the data

This data is for injuries that happened on public roads where the injury description contains 'cyclists', 'cycling' or cycle.

This data is for claims lodged between 1 January 2015 and 31 December 2019

Accredited employer claims have been excluded.

New claims are counted by the date they are lodged with ACC. A claim can be lodged immediately after an injury or at a later date.

Active claims are ones that generated a payment in the period. A claim can be active over many years and appear more than once in the data. The count of Active claims includes new claims for which a payment has been made in the period.

Costs are based on payment date. Payment date may be different to the date of service.

The cost of emergency treatment at public hospitals is bulk funded under the Public Health Acute Services (PHAS) agreement. The costs for ACC covered accidents that fall under this agreement are not individually billed to ACC and allocated to individual claims. Rather, the costs of emergency treatment are covered in a bulk payment made to the District Health Boards each year, via the Ministry of Health.

Diagnosis is based on the client's primary injury. Claims may have multiple covered injuries however; secondary injuries are not counted in this data.

Age is based on the client's age at claim registration and may differ to their age at the time of an accident.

Location is based on where an accident took place and may differ to where a client was residing at the time.

This data was extracted on 7 October 2020 and may differ if rerun at a later date.

Table 4: Number of new claims for cycling related injuries on the road broken down by gender.

Gender	Calendar Year lodged				
	2015	2016	2017	2018	2019
Female	139	123	153	120	141
Male	346	348	366	351	312
Grand Total	485	471	519	471	453

Table 5: Number of new claims for cycling related injuries on the road broken down by ethnicity.

Ethnicity	Calendar Year lodged				
	2015	2016	2017	2018	2019
Asian	14	19	39	29	24
European	383	385	402	365	332
Māori	35	33	34	32	28
Pacific Peoples	13	9	9	13	10
Other Ethnicity	31	19	25	23	34
Residual Categories	9	6	10	9	25
Grand Total	485	471	519	471	453

Table 6: Number of new claims for cycling related injuries on the road broken down by age.

Age	Calendar Year lodged				
	2015	2016	2017	2018	2019
0 - 14 years	17	22	27	31	22
15 - 19 years	46	29	43	22	27
20 - 24 years	53	44	38	40	30
25 - 29 years	47	48	53	50	33
30 - 34 years	45	40	47	32	43
35 - 39 years	51	33	49	41	39
40 - 44 years	47	50	49	41	32
45 - 49 years	48	48	48	63	49
50 - 54 years	48	39	64	48	56
55 - 59 years	33	54	41	34	37
60 - 64 years	23	30	25	22	34
65+ years	27	34	35	47	51
Grand Total	485	471	519	471	453

Table 7: Number of new claims for cycling related injuries on the road broken down by top 2 most common prior activities.

Prior Activity	Calendar Year lodged				
	2015	2016	2017	2018	2019
Driving / Riding	252	241	288	232	169
Recreation / Sporting Activity	224	223	218	206	186
Other	9	7	13	33	98
Grand Total	485	471	519	471	453

Table 8: Number of new claims for cycling related injuries on the road broken down by region.

Region	Calendar Year lodged				
	2015	2016	2017	2018	2019
Northland	4	5	6	7	7
Auckland	131	145	153	153	121
Waikato	37	24	32	22	34
Bay of Plenty	16	22	22	24	22
Gisborne	4	5	5	<4	<4
Hawkes Bay	28	13	16	20	15
Taranaki	4	6	11	4	4
Manawatu-Whanganui	14	14	9	9	12
Wellington	63	40	56	61	69
Tasman	4	5	<4	7	.
Nelson	7	18	8	9	4
Marlborough	4	11	9	5	4
Canterbury	147	139	165	126	131
West Coast	<4	<4	<4	<4	4
Otago	12	14	16	10	18
Southland	<4	5	4	6	4
Other	6	<4	<4	<4	<4
Grand Total	485	471	519	471	453

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

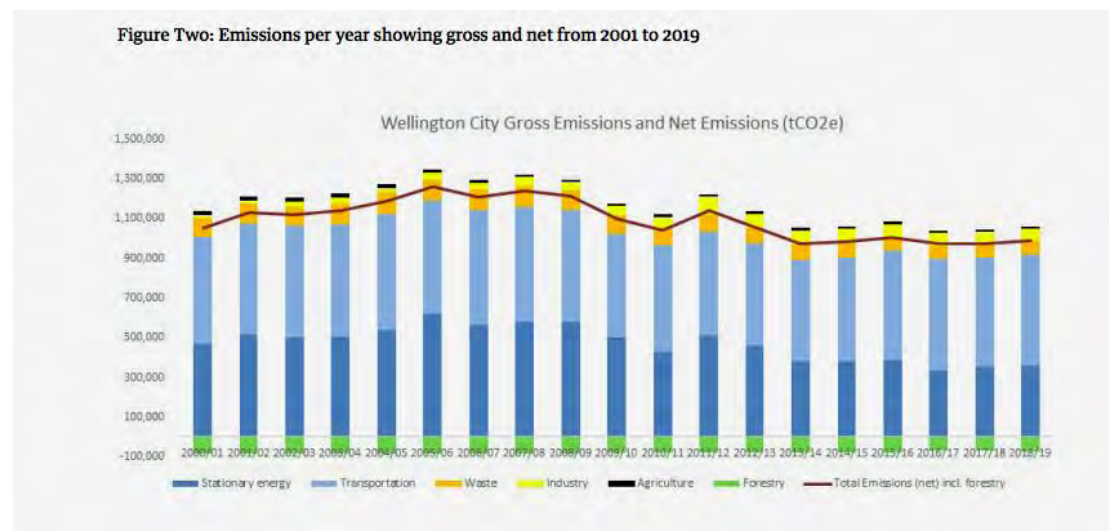
reporting on city-wide greenhouse emissions. Zero emissions is defined in net terms. Forest sequestration are deducted from gross emissions.

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 .

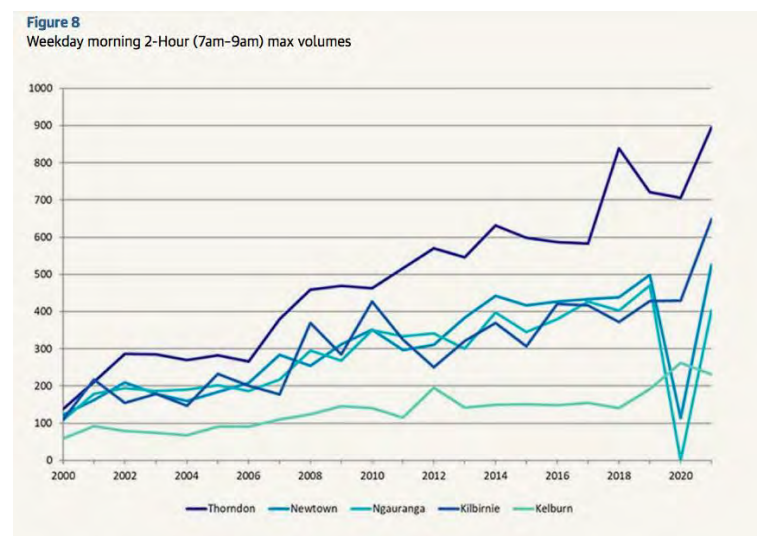
Part three: Paneke Pōneke - Bike network plan 2021–2031

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 Francisco¹, 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

¹ 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:

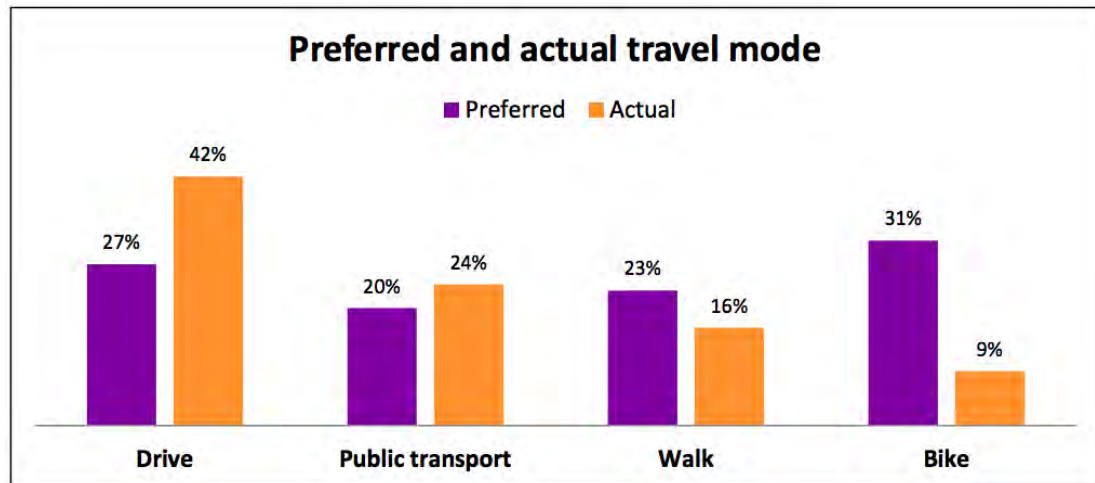
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated 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



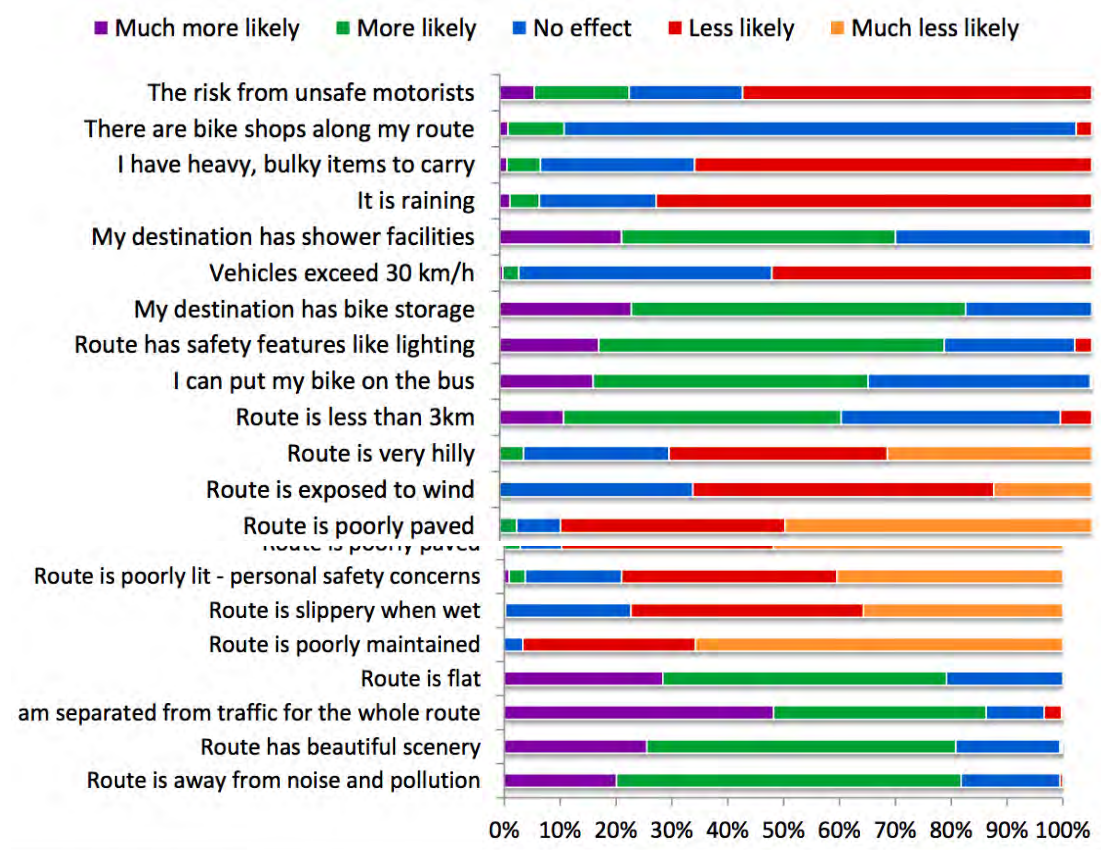
Barriers to cycling

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 ²is 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 ³of 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.

² Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

³ 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% ¹	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuén		2%		
Albertslundruten		2.5%		9%
Faninruten		5%	6%	10%

1. 1% car drivers, 2% car passengers

Closer to home Chapman *et al.*⁴. 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:

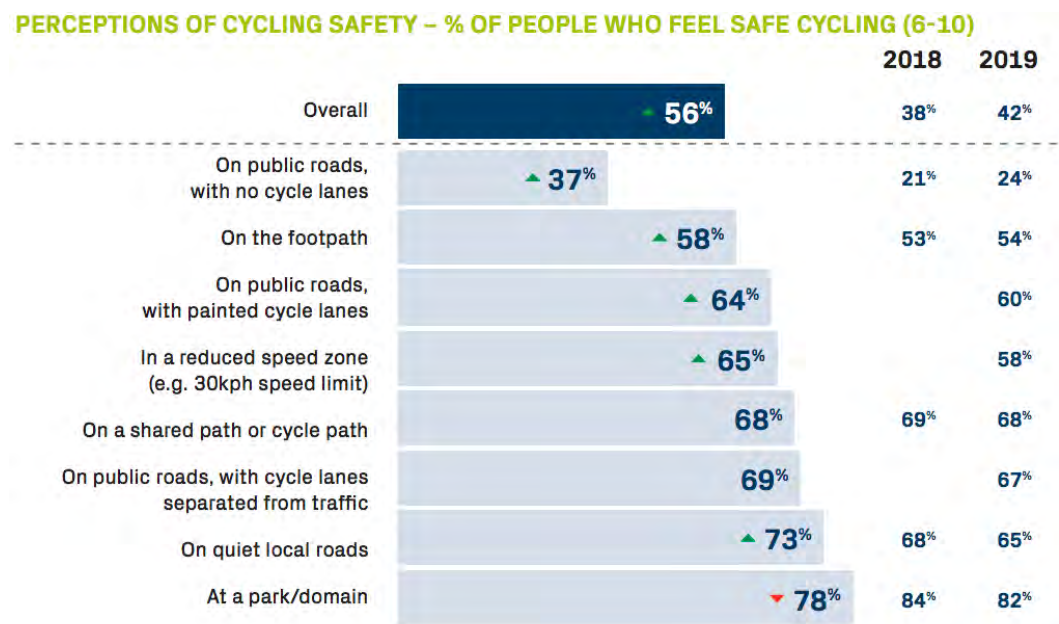
Overall, 56 percent of urban New Zealanders (who were physically able to ride) feel that they are, or would be safe cycling. 23 percent of cyclists do not feel safe; 15 percent were neutral and 7 percent did not know. 84 percent of committed riders; 73 percent of regular riders and 75 percent of occasional riders felt safe.

⁴ 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.

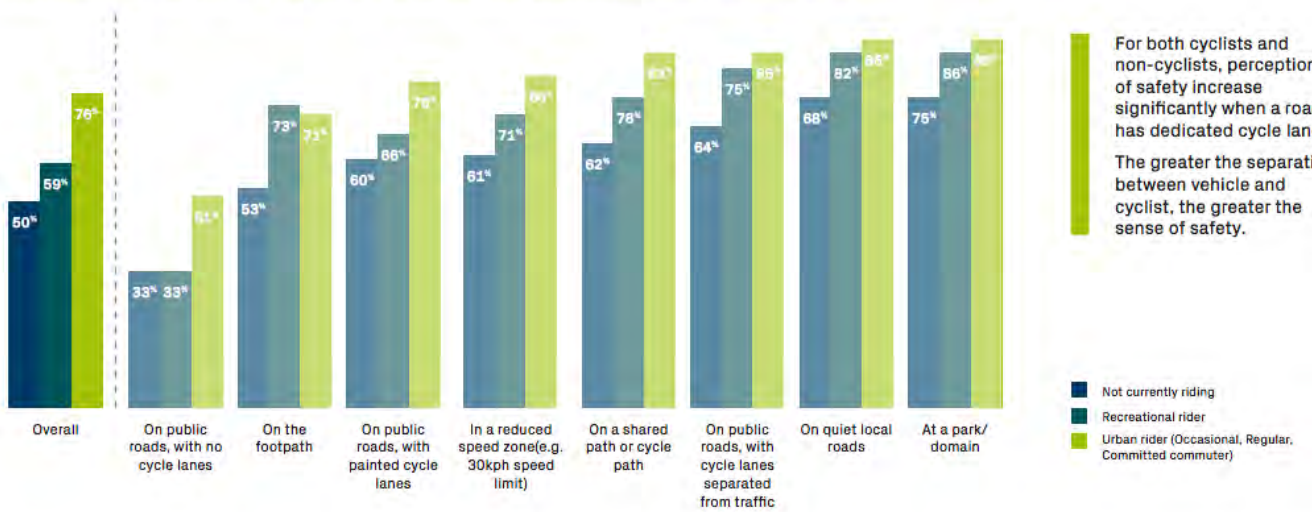
- Those who ride more frequently are more satisfied with the current cycling infrastructure, while recreational riders have lower satisfaction.
- There was support for investment in cycling lanes because it gives people more travel options (60 percent) and it gets people outside exercising (59 percent). 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 study⁵.

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.

⁵ 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.

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¹ 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

¹ 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)

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

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 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.

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

Email address

Suburb

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.

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Demographic information

Which of the following age groups do you belong to?

Under 18 19-29 30-39 40-49 50-59 60-69 70-79 80+

Please choose the gender that best identifies you:

Male Female Gender diverse/gender non-binary Prefer not to say

Do you live with a disability or accessibility issues?

No Yes Prefer not to say

Please choose the ethnicity group/s you identify with:

NZ European/Pakeha Pacific Peoples Middle Eastern/Latin American/African
 Māori Asian European
 Other ethnicity
(please specify)

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

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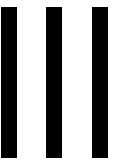
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Free Post Authority Number 2199

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



Attn: City Design, Tahiwī
Freepost Wellington City Council
Newtown to city proposal
Wellington City Council
PO Box 2199
Wellington 6140

Feedback

1702

NAME: Paul Logan	SUBURB:	ON BEHALF OF: Resene	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

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?

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

1703

NAME: Jessica Smith	SUBURB:	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

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?

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

1704

NAME: Rhona Carson	SUBURB:	ON BEHALF OF: Newtown Residents Association	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

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?



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

(04) 389 7316
NEWTOWNWELLINGTON@GMAIL.COM
PO BOX 7316 | NEWTOWN | WELLINGTON 6242 | NZ



NEWTOWN RESIDENTS' ASSN.

December 7th 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

Feedback

1705

NAME: Michelle Wolland	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION
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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?

Submission on the Newtown to the City Bus and Bike Improvements

31.08.2022

From: Michelle

Suburb: Newtown

Email address [REDACTED]

Have your say on bike and bus improvements between Newtown and the city

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

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 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

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*)

Concern local about

1. Safety - So many near misses along the area outside the hospital
2. As well as a horrified local having to watch one of the most dangerous cycle lanes implemented by WCC - regarding the Mein St intersection.
3. wanting first rate; stress free and practical transport passage for all not a second rated one.
Not she'll be right - we'll fix it later attitude.

Submission and comments

Alternative options

I strongly support being practical by using underutilised areas instead of taking from highly utilised areas for the best outcome for all modes of transports and to minimise the removal of car parks more so when there are other safer options.

I'm a strongly supporter of a cycle/walking/ scooter lane behind the hospital; at the base of the town belt and down the middle of Cambridge /Kent terrace therefore offering a safer; stress free option by being away from the traffic.

Cambridge/ Kent Terrance

I strongly support Gazley's Cambridge/ Kent Terrance option to be taken seriously and considered. It's about getting it right not rushing it through. And there is nothing worse than seeing unused cycleways when there is higher demand for the space. Compromise – lets work together.

Mein St lights / intersections

I support a traffic light phasing for cyclists at Mein St and the removal of one of the most dangerous traffic designs seen which will offer a safer passage for all modes of transport. This may also result in less car parks removed outside the Newtown school. (Which is like the bus light at the pedestrian crossing at the basin reserve.)

WCC said an average of 6000 cars turn here a day.

Emergency services turning into the Wellington Hospital

I strongly support further monitoring of this entrance. And consideration given - if a stop sign for the cyclist is a solution ..i.e cyclist to give way to emergency services turning into the hospital.

The first week of this trial a cyclist crashed into a turning car – again it was evening and visibility was not good.

Visibility

The good thing about having this trial in winter is it has highlighted so many near misses on this cycle lane and some of it is because the cyclist have not being visible. Yes there are some good bike lights out there! And with these new cycle lanes and faster bikes this is becoming more urgent to ensure the safety of everyone.

I support WCC to review the safety features required by cyclist on a public road to be aligned with registered vehicles on a public road regarding lights. I.e good lights on the front and back of bikes and at head height (to be seen above the traffic) more so when we are seeing more e-bikes that have the same speed as some scooters; travelling faster than a standard bike and travelling in dark and often with dark clothes on.

Bus Stop opposite the hospital (past the cancer society heading into town): Pictures below

This raised platform – protrudes into the next lane. I saw a cyclist; at peak traffic; try to go around the bus as people were boarding but as this platform protruded considerably into the next lane – the cyclist then had to ride as close to the bus as he could. Fortunately, there were a lot of people getting on and the bus driver did not pull out. As the bus driver would not have seen him.

I support further review of this platform:

1. the width of this raised platform at the bus stop opposite the hospital which significantly protrudes into the next lane as per attached photos.
 - a. And to consider whether there is one row of tiles too many.
2. It is not transparent if cyclists need to stop and wait for the bus to load and unload?
 - a. Do we need stop/go lights for the cyclist.?
 - b. Or Signage - Education would help but the cyclist still needs to know what to do; on the day especially first time cyclist to the area.



Bus Lanes – there is reference but hard to find the details

I **do not** support the bus lane being 24 hours by 7 – I could not easily find information about the bus lane and as a local still confused about the bus lane??

But just in case I do NOT support the bus lane being 24/7 – I support peak hours only. If the demand changes - open to a new discussion at the time.

Safety concern Bus Stop outside the hospital

The trouble with the focus being about staff catching the bus to and from the hospital is that the many patients that use this service that have mobility aids have been overlooked (And this bus stop is busier than the bus stop where this platform was trialled in Victoria St, Wellington)

Could the bus lane therefore go behind the bus stop outside the Wellington hospital, which would also result in not requiring the raised platform (may eat into the garden and require moving the bus stop a fraction?) but would stop the accidents that have happened; be safer for all and any potential accidents - mitigating hazards should be at the forefront of WCC– after all they are going to hospital to get better not add to their issues. 😊

I strongly support the cycle lane going behind busy bus stops or alternative options where the cycle lane does not go in front of the bus stop outside Wellington Hospital to stop further accidents of people getting off the bus.

(OR do we need a traffic light system - Cyclist to stop when a bus is at the bus stop 😊)

Engagement concern

Concerned that WCC may not have engaged with NZ Police who are part of our community and are a high user of this area to reach other suburbs.

And a trucking firm (Waste care? Market trucks?) to offer a perspective from a different size of transport and needs

Below is the list on WCC Website

Groups we've worked with Expand ▾

As part of our engagement, we've worked closely with groups in the community and stakeholders to make changes to the proposed design.

These groups included:

- CCS Disability Action Group
- Cycle Wellington
- Blind and Low Vision New Zealand
- Blind Foundation
- Businesses along the route
- Fire and Emergency New Zealand
- Greater Wellington
- Metlink
- Local schools
- Living Streets Aotearoa
- Taxi companies
- Waka Kotahi
- Wellington Hospital
- Wellington After Hours Accident and Emergency Centre
- Wellington SCL

P10

I Support that the P10 should be only for school hours and longer outside of these times i.e so these parks can be used for people accessing other health services and market day people

- Changing five pick up and drop off parking spaces to P10 parking spaces outside Newtown School on Mein Street

(Could always have a QR scan code sticker on parking signs – that allows one to scan to ensure the parker has all the details of the parking rules assigned to that particular sign i.e when the school holiday periods are?!)

Feedback

1706

NAME: Mike Mellor	SUBURB:	ON BEHALF OF: Living Streets Aotearoa	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

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?

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]

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, 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 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.

Feedback

1707

NAME: Sharyn Whitaker	SUBURB: Newtown	ON BEHALF OF: RMHC NZ Ronald McDonald House 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

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:

Walking in the area?	Very negative
Using the bus?	Neutral
Riding bikes?	Negative
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?	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

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

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

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 newtowntocity@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. 0275389556

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

Which of the following age groups do you belong to?

Under 18 19-29 30-39 40-49 50-59 60-69 70-79 80+

Please choose the gender that best identifies you:

Male Female Gender diverse/gender non-binary Prefer not to say

Do you live with a disability or accessibility issues?

No Yes Prefer not to say

Please choose the ethnicity group/s you identify with:

NZ European/Pakeha Pacific Peoples Middle Eastern/Latin American/African
 Māori Asian European
 Other ethnicity
(please specify)

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

Feedback

1708

NAME: Anouk Minnaar	SUBURB:	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

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

1709

NAME: Robyn Lonergan	SUBURB:	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

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 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

1710

NAME: Matt McCallum	SUBURB:	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

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?

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, [REDACTED].

Ngā mihi

Matt

Feedback

1711

NAME: Henry Zwart	SUBURB:	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

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?

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,



Feedback

1712

NAME: Max Rashbrooke	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION No
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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 this proposal for better bussing and cycling between Newtown and the city. As a central Wellington resident, I often visit Newtown for leisure or to see friends, usually by bus or on foot. This proposal is very important for Wellington goals like reducing emissions, encouraging physical activity, and improving road safety. A small decrease in convenience for car users seems a reasonable trade off, given the large benefits for other road users. Where the council's interim measure proposes to combine faster and slower paced travel, the emphasis must be on the safety and comfort of those going slowest. Where it is proposed that bus lanes will be part-time, this should be an interim measure only, and the Bus Priority Action Plan implemented as soon as possible. At intersections with side streets, raised crossings (that is, a continuous pavement for pedestrians walking along the footpath) should be built, as there was, for instance, on Alpha and Tennyson Streets. This would align with the Reshaping Streets law change.

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

Walking in the area?	Positive
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?	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

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
----------------	----------------

Max Rashbrooke Newtown-to-city-proposal-paper-form MR.pdf

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

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 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
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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
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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:

Very positive	Positive	Neutral	Negative	Very negative	Don't know
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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
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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.

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

Email address

Suburb

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.

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Demographic information

Which of the following age groups do you belong to?

Under 18 19-29 30-39 40-49 50-59 60-69 70-79 80+

Please choose the gender that best identifies you:

Male Female Gender diverse/gender non-binary Prefer not to say

Do you live with a disability or accessibility issues?

No Yes Prefer not to say

Please choose the ethnicity group/s you identify with:

NZ European/Pakeha Pacific Peoples Middle Eastern/Latin American/African
Māori Asian European
Other ethnicity
(please specify)

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

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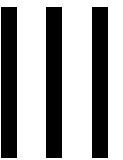
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Free Post Authority Number 2199

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



Attn: City Design, Tahiwī
Freepost Wellington City Council
Newtown to city proposal
Wellington City Council
PO Box 2199
Wellington 6140

Feedback

1713

NAME: Geordie Cassin	SUBURB:	ON BEHALF OF: AA	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

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?	
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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:

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?



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

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', written in a cursive style.

Geordie Cassin

Chairman – Wellington District Council

NZAA

Feedback

1714

NAME: Emi Piuilā-Afitu	SUBURB:	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

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?

I strongly support the proposed changes including the traffic resolution. This will be good for everyone.

Emi Piuilā-Afitu

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Feedback

1715

NAME: Greg Harford	SUBURB:	ON BEHALF OF: Retail NZ	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

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:

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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:

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?

31 August 2022

Wellington City Council - Newtown to City consultation
Via email to: 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
Greg.harford@retail.kiwi

Feedback

1716

NAME: Laura Newcombe	SUBURB:	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

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:

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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?	
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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:

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 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]

[REDACTED]

Feedback

1717

NAME: Laura Newcombe	SUBURB:	ON BEHALF OF: Four Seasons Florist	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

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:

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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:

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 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

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Feedback

1718

NAME: Urmila Bhana	SUBURB:	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

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:	
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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:

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?

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

[REDACTED]

Feedback

1719

NAME: Urmila Bhana	SUBURB:	ON BEHALF OF: General Grocer	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

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:

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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:

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 Name	Miss Urmila Bhana
Business Name	General Grocer Newtown
Building name	
Address / email address	████████████████████
Oral submission	Yes I want to make an oral submission
Privacy	I do not want my personal details, business details nor contact details in the public arena.
Submission summary	STRONGLY OPPOSE 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"> • To get a valid response from the public, patients, individual persons, land owners and businesses it would take at least 21 weeks. • 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. • 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.
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"> • 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. • 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. <p><u>What would make this area better?</u></p> <ul style="list-style-type: none"> • 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. • 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. • 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. • The median strips are under used and these should be considered as part of an overall plan. • 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. • 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.
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<p>Current unacceptable changes</p>	<ul style="list-style-type: none"> • 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.
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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">• 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.• 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). <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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<p>Conclusion</p>	<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.

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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 Council's 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

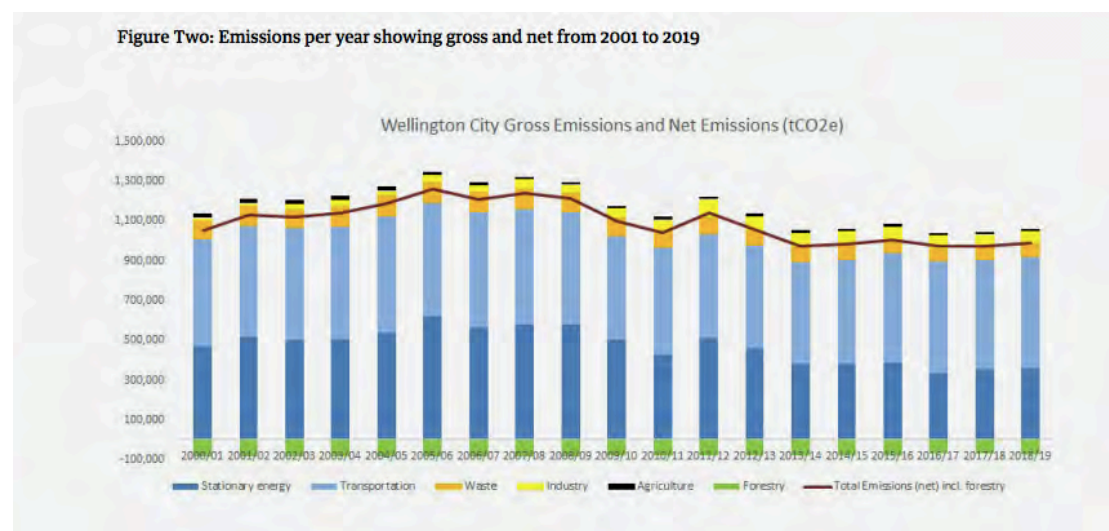
The Council says it measures Wellington City 's emissions using the Global Protocol for Community-scale Greenhouse Gas Emission Inventory (the Global Protocol). This is one of the frameworks that is used internationally for accounting for and reporting on city-wide greenhouse emissions. Zero emissions 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.

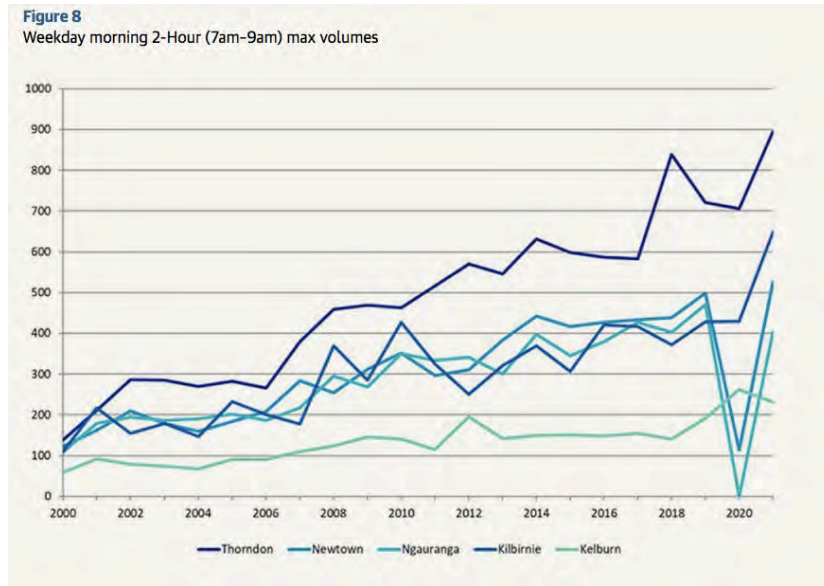
Cycling in Wellington

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 Francisco¹, 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 businesses 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.

¹ 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:

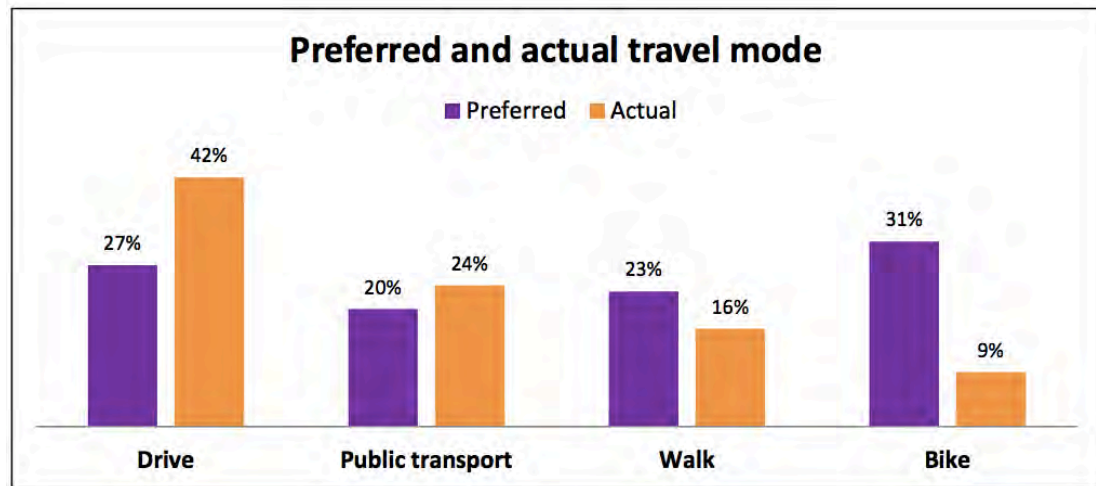
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated 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



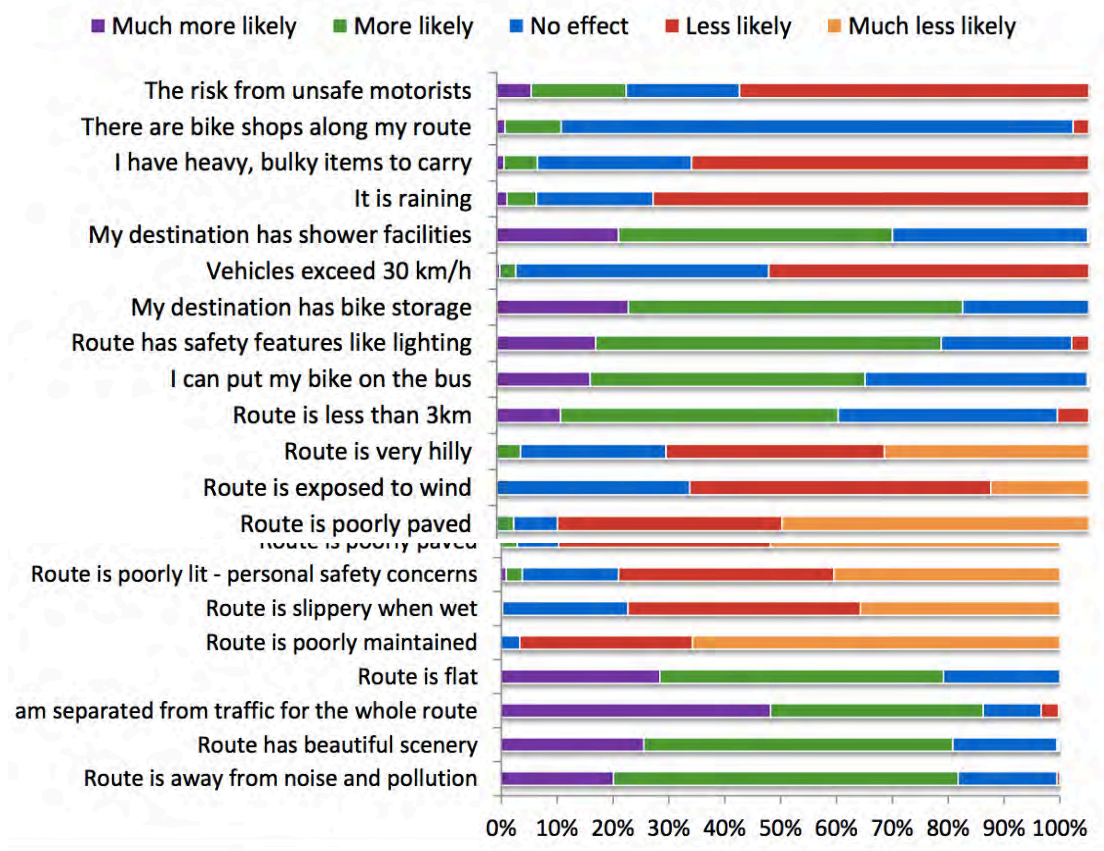
Barriers to cycling

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 ² 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 ³ 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 al⁴. 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.

² Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

³ 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

⁴ 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% ¹	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuen		2%		
Albertslundruten		2.5%		9%
Farmruten		5%	6%	10%

1. 1% car drivers, 2% car 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.⁵ 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

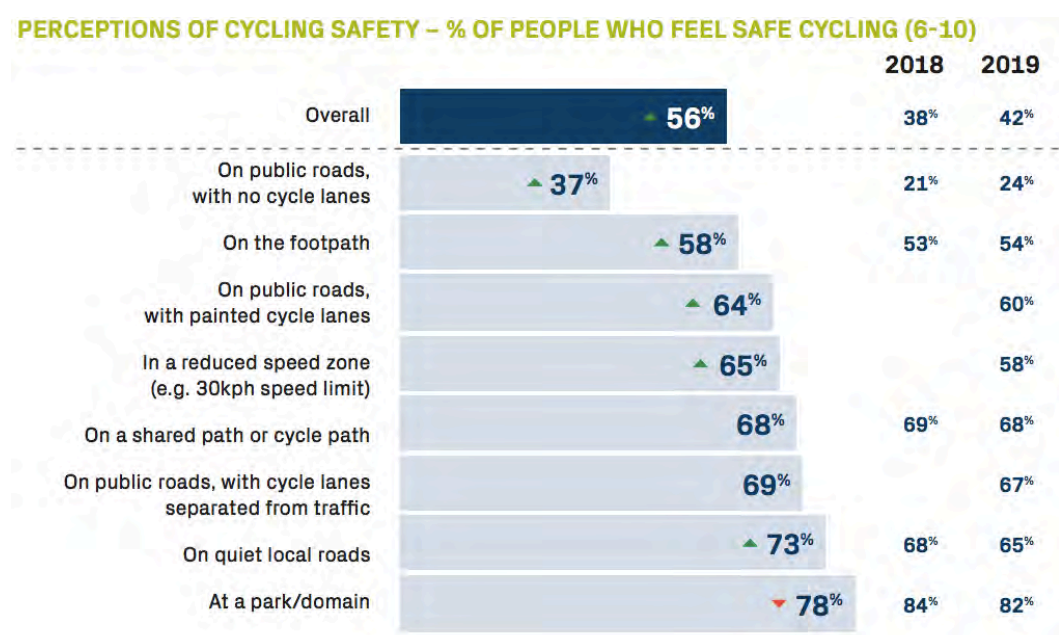
⁵ Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI 2021

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 study⁶.

⁶ New York Department of Transport, Protected Bike Lane Analysis

The cycleway evidence was as follows:

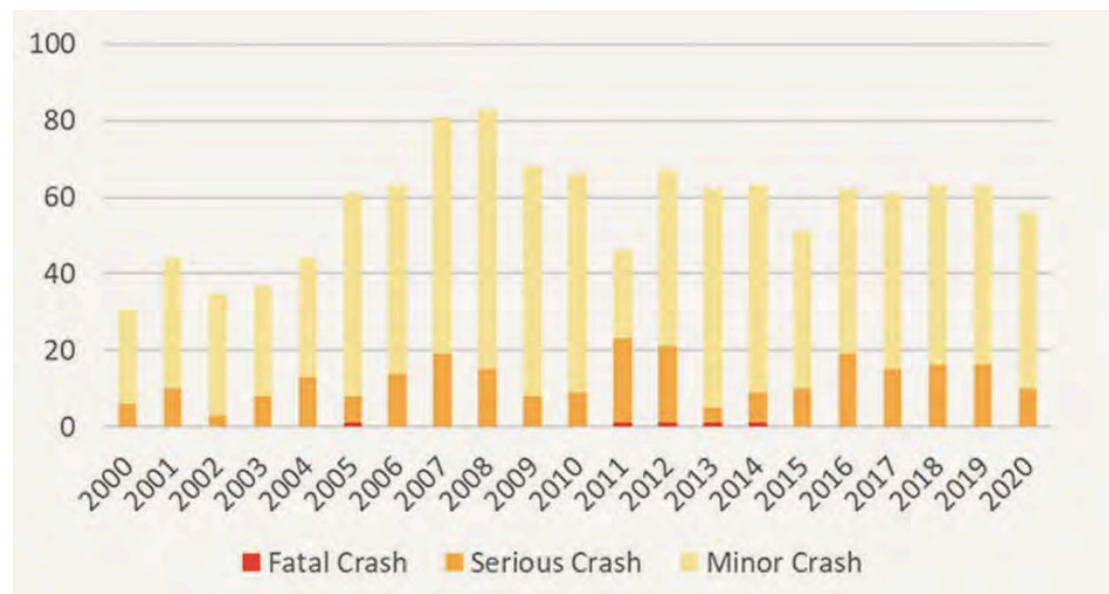
A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.

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 article⁷ 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

⁷

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
myles.gazley@gazley.com

Dear Myles,



PO Box 588
Level 10, 57 Willis Street
Wellington 6140, New Zealand
Phone 04 472 2261
Email admin@spencerholmes.co.nz

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

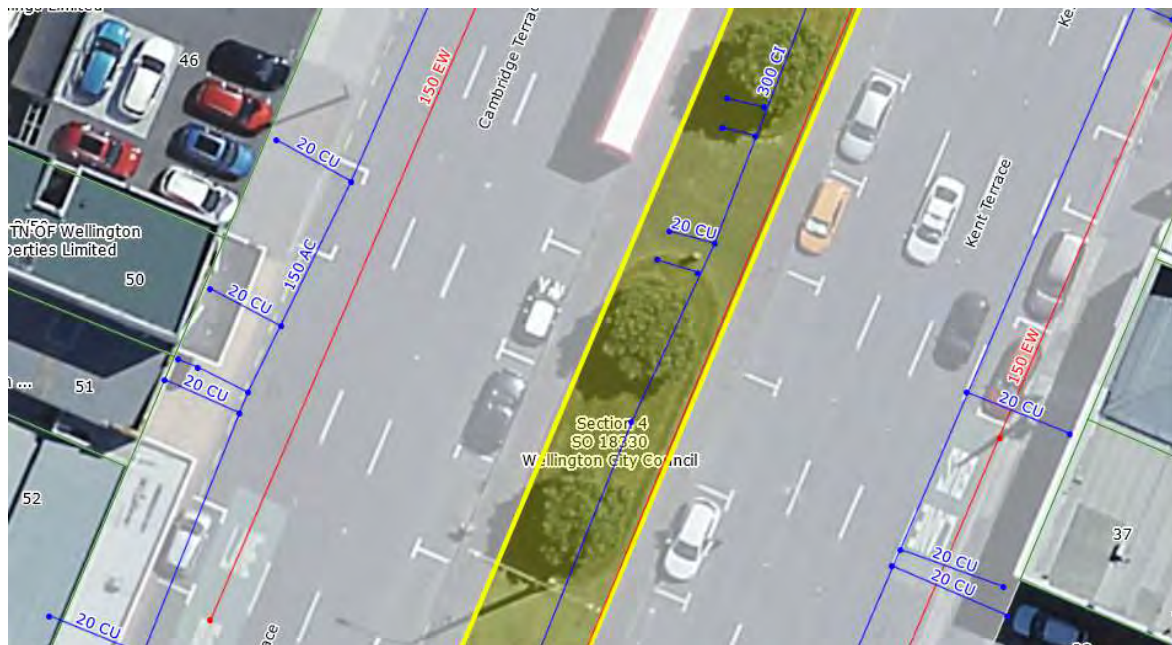


Figure 2: Shows a section of Cambridge Terrace and Kent Terrace

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 Plan¹) they are not Town Belt and would be subject primary to the relevant rules under the ODP).

¹ 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: [Hedi Mueller](#)
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](#)

Here you go!

Ngā mihi nui,
Hedi

From: [REDACTED]
Sent: Wednesday, 31 August 2022 8:06 am
To: Hedi Mueller <Hedi.Mueller@wcc.govt.nz>; 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

1720

NAME: Luigi Muollo	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
------------------------------	----------------	----------------------	------------------------

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?

To info@wcc.govt.nz
Proposed bus and bike improvement from Newtown to the waterfront via Riddiford Street, Adelaide Road, Cambridge Terrace and Kent Terrace

Submission: Please send this submission to the above proposed changes by WCC and traffic resolution.

traffic resolution (TR173-22)

Personal / business / Building Name choose one - Luigi Muollo
Address PO BOX 9739 Wellington 6141
email address [REDACTED]

Privacy **I do not want my personal details nor contact details in the public arena.**

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

210171

28 August 2022

Myles Gazley
myles.gazley@gazley.com

Dear Myles,



PO Box 588
Level 10, 57 Willis Street
Wellington 6140, New Zealand
Phone 04 472 2261
Email admin@spencerholmes.co.nz

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

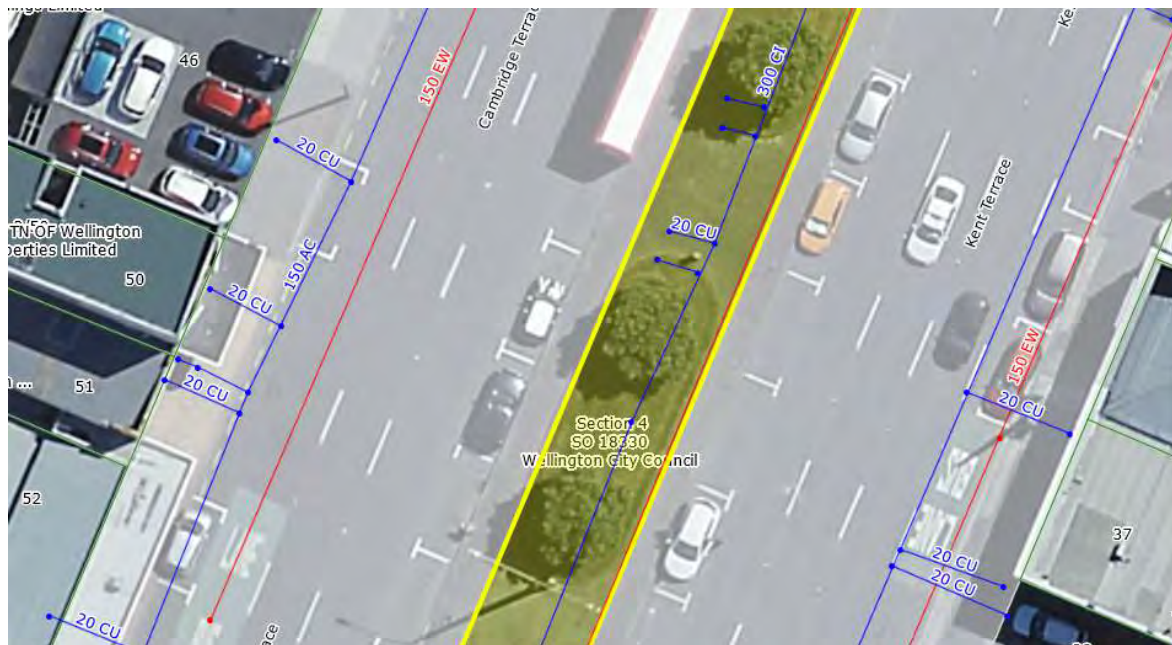


Figure 2: Shows a section of Cambridge Terrace and Kent Terrace

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 Plan¹) they are not Town Belt and would be subject primary to the relevant rules under the ODP).

¹ 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.

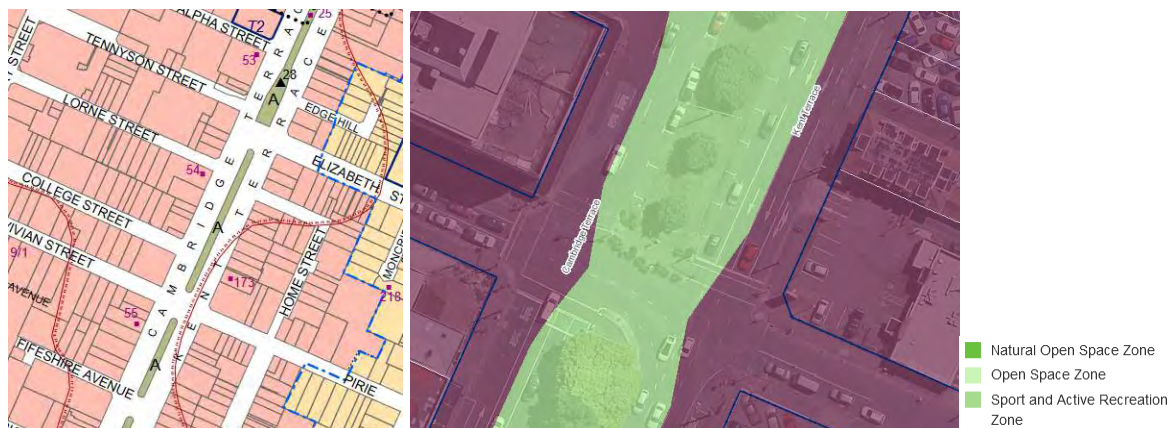


Figure 3: Zonings under the Operative and Proposed District Plan

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

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

[REDACTED]
[REDACTED]

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

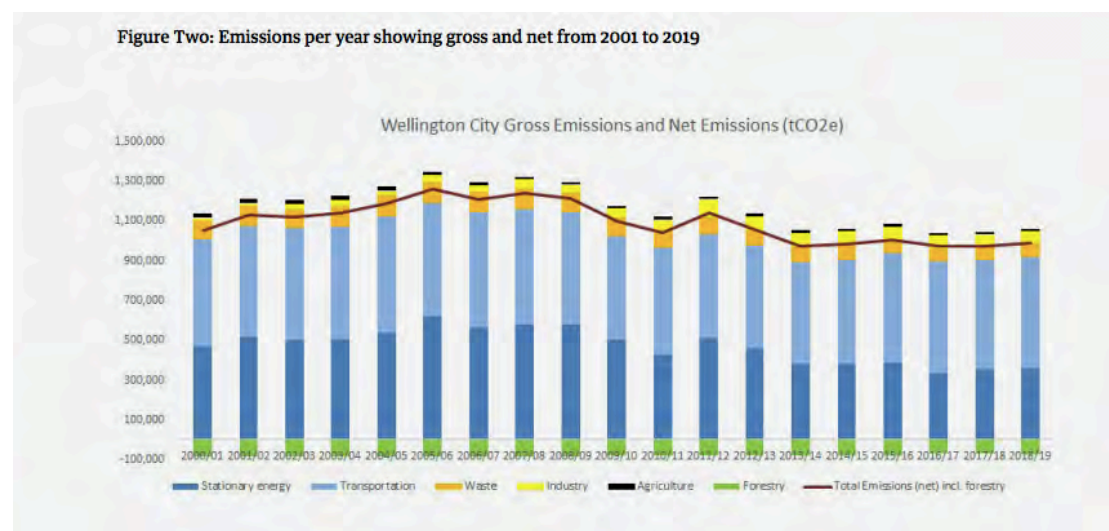
The Council says it measures Wellington City 's emissions using the Global Protocol for Community-scale Greenhouse Gas Emission Inventory (the Global Protocol). This is one of the frameworks that is used internationally for accounting for and reporting on city-wide greenhouse emissions. Zero emissions 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.

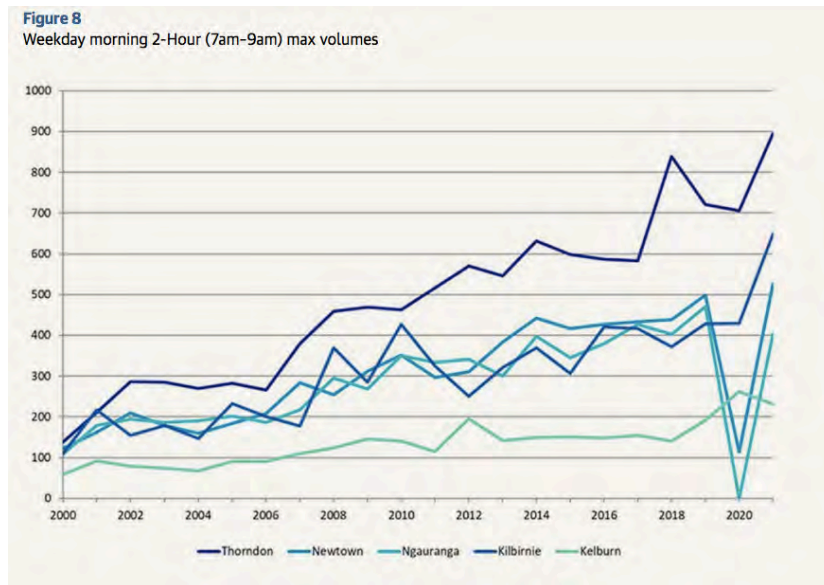
Cycling in Wellington

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 Francisco¹, 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.

¹ 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:

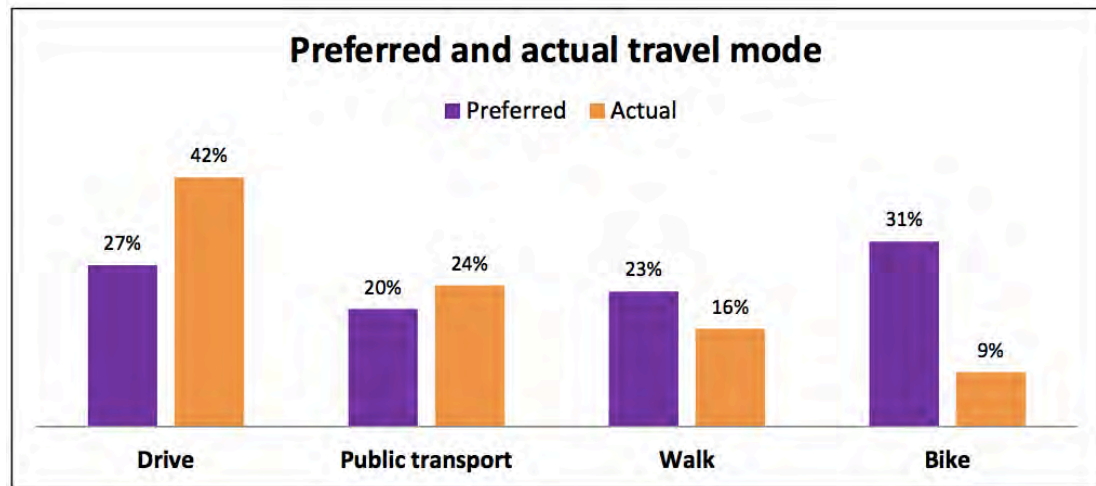
- 76 percent of the population would consider cycling in some circumstances, whether for recreation, errands or commuting if safe separated infrastructure was provided. However this doesn't mean very much in terms of emissions reductions. It just means that under ideal circumstances (good weather, separated 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



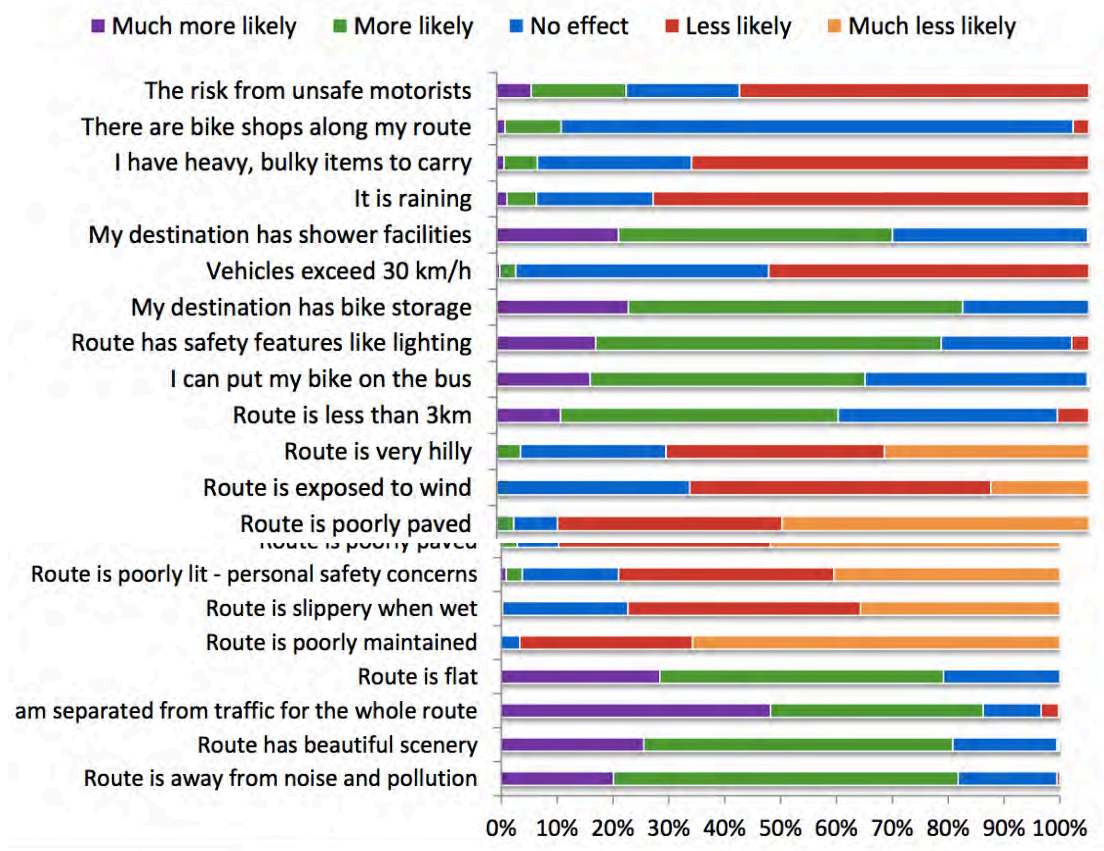
Barriers to cycling

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 ² 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 ³ 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 al⁴. 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.

² Glenn Stewart, Nana Kwame Anokye, Subhash Pokhrel 2015 What interventions increase commuter cycling? A systematic review BMJ vol 5 issue 8 2015

³ 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

⁴ 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% ¹	0%	3%
Bryggebroen (COWI, 2009a)		2%		11%
Åbuen		2%		
Albertslundruten		2.5%		9%
Farmruten		5%	6%	10%

1. 1% car drivers, 2% car 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.⁵ 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

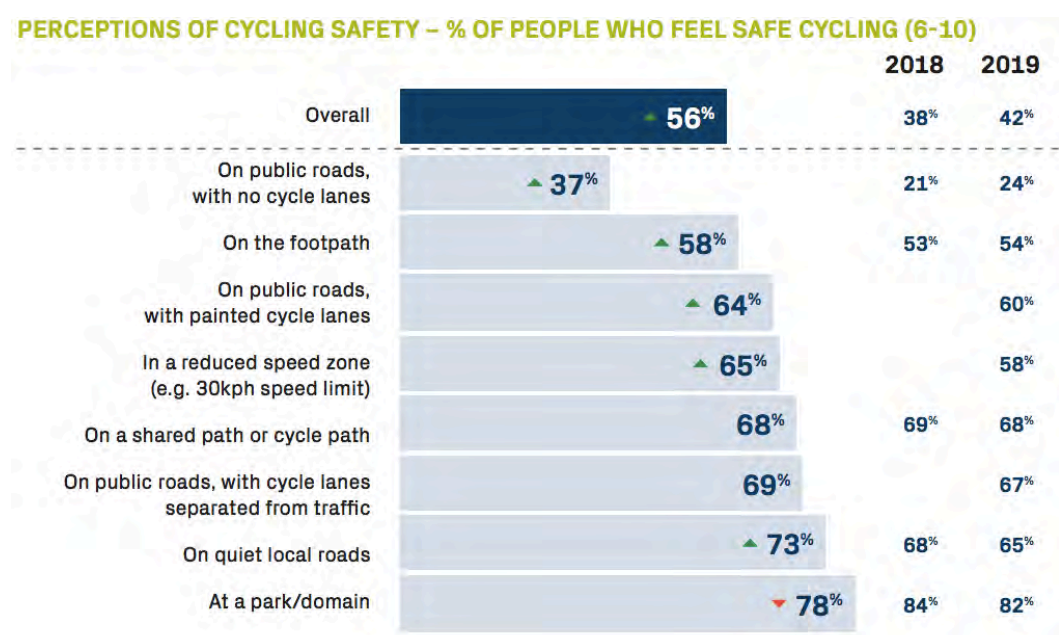
⁵ Understanding attitudes and perceptions of cycling & walking WAKA KOTAHI 2021

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 study⁶.

⁶ New York Department of Transport, Protected Bike Lane Analysis

The cycleway evidence was as follows:

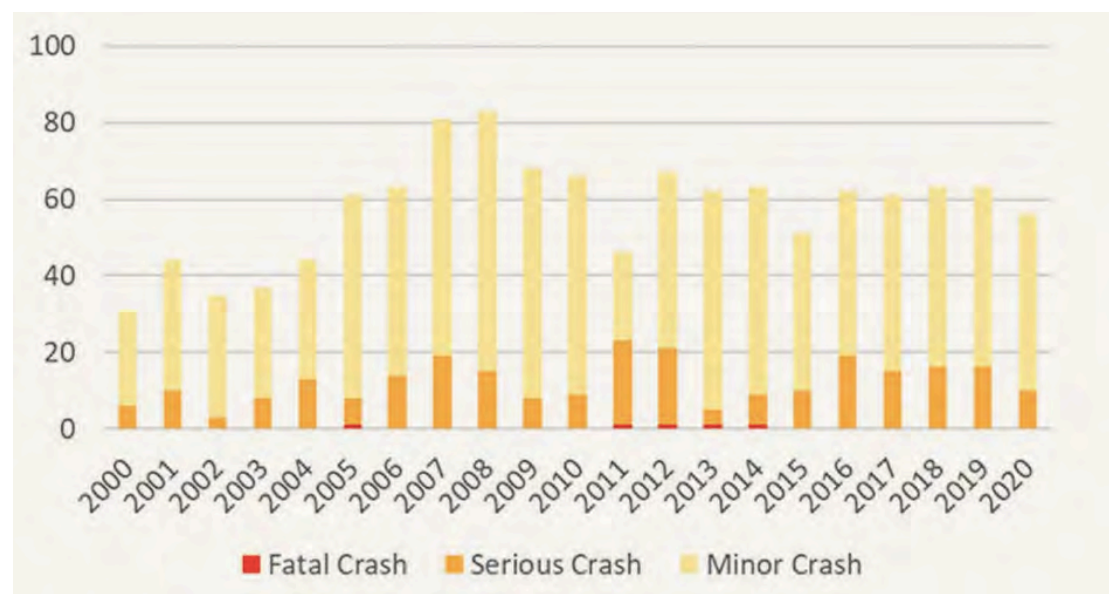
A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.

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 roles 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 article⁷ 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

⁷

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

1721

NAME: Felicity Wong	SUBURB:	ON BEHALF OF:	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

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?

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)



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

1722

NAME: Catharine Underwood	SUBURB:	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

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?

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

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



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

Feedback

1723

NAME: Nelish Vallabh	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
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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?

Hi

This is my Submission Against the Cycle lane as I cannot see My money spent on this project going to help the economy.

When you cannot Supply us **WATER** as you don't have money. Stop wasiting my money.

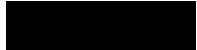
I have got a Business in Newtown and its impact will so much after speaking to my customers that i will have to close it down.

No car parks no deliveries. How many cyclist use the road compare to cars.

For the pollution plant more trees.

The cost to make the cycle lane is not one off every time i resurface road is done have to make it again.

Nelish Vallabh



Feedback

1724

NAME: Myles Gazley	SUBURB:	ON BEHALF OF: Gazley Holdings Ltd.	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

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
myles.gazley@gazley.com

Dear Myles,



PO Box 588
Level 10, 57 Willis Street
Wellington 6140, New Zealand
Phone 04 472 2261
Email admin@spencerholmes.co.nz

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 Milburn, Thomas Smith
 Consultant: Hudson Moody, Peter Smith

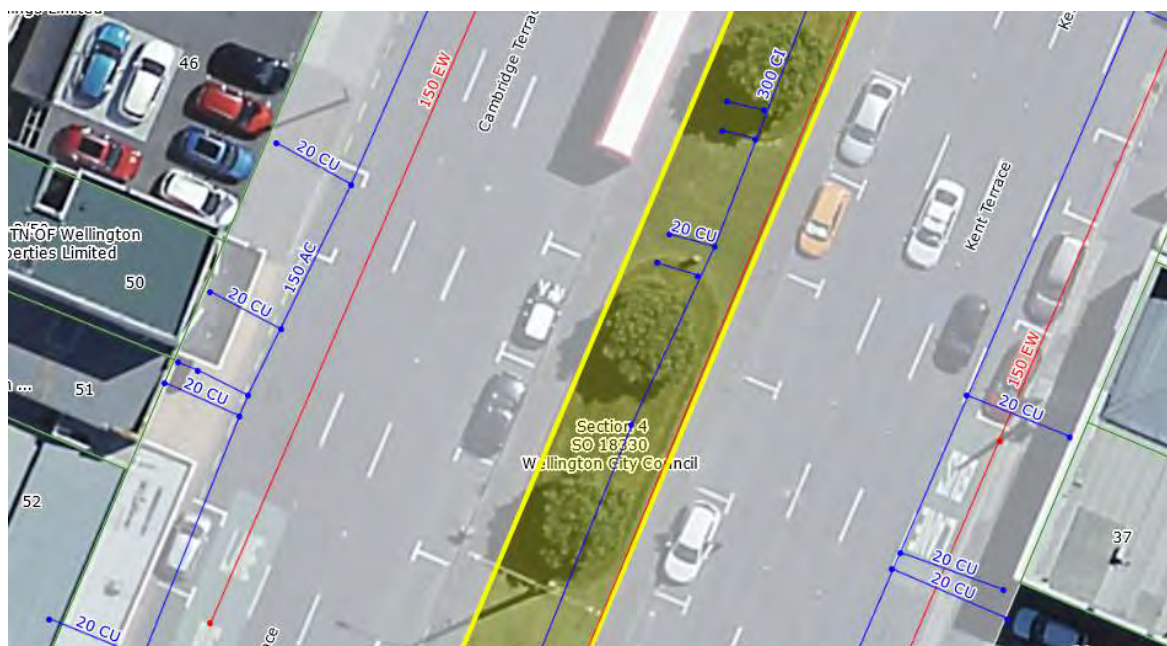


Figure 2: Shows a section of Cambridge Terrace and Kent Terrace

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 Plan¹) they are not Town Belt and would be subject primary to the relevant rules under the ODP).

¹ 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.

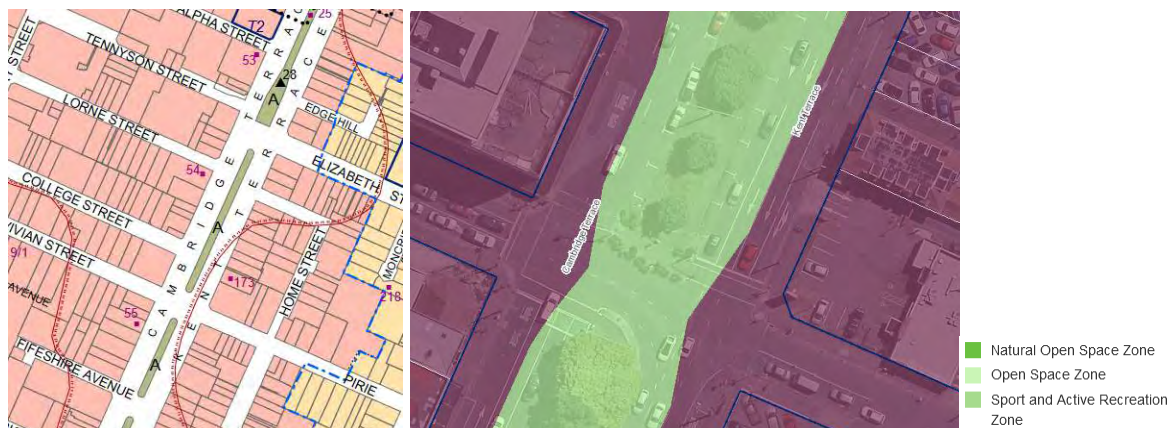


Figure 3: Zonings under the Operative and Proposed District Plan

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.

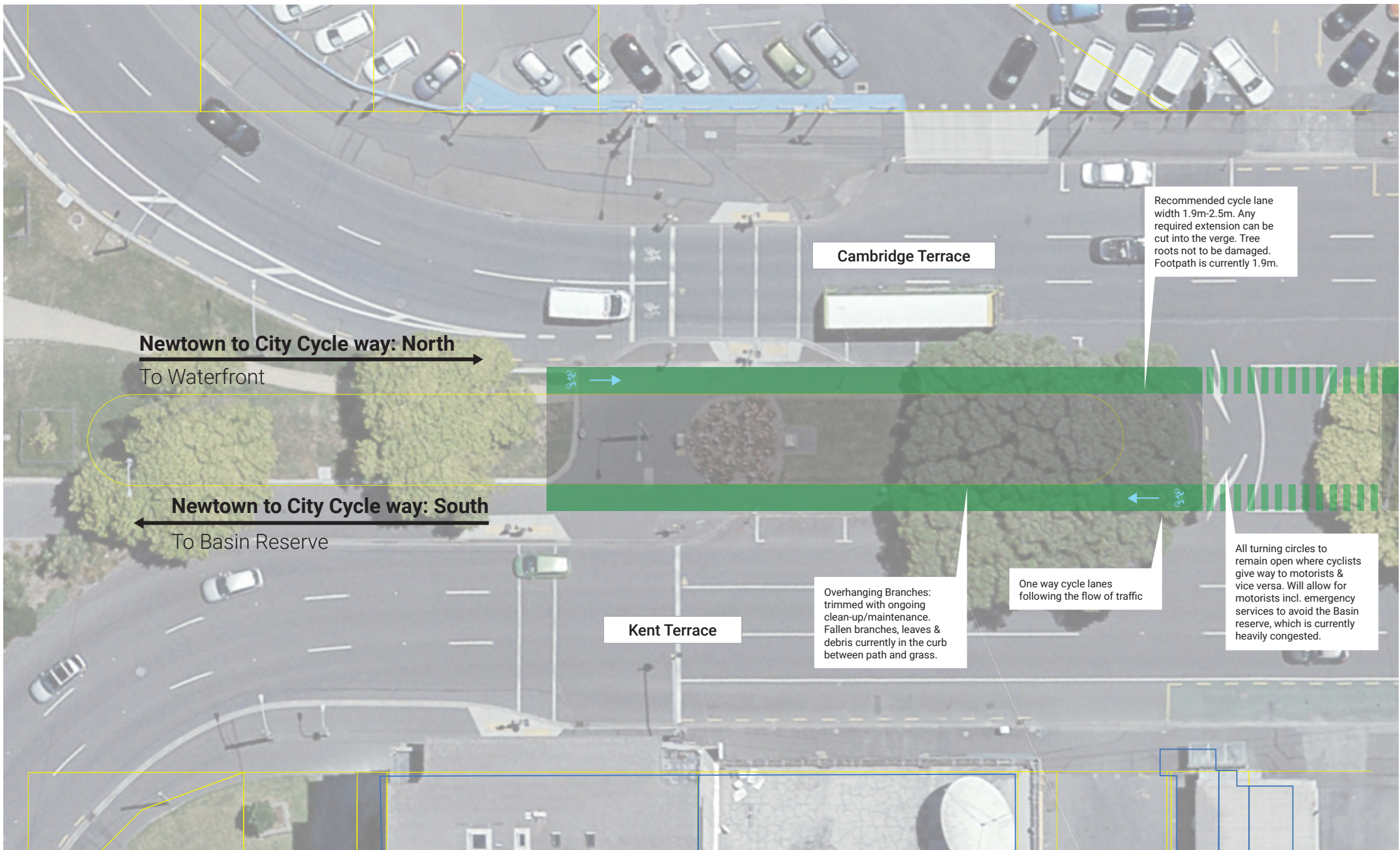
The option of putting the cycleway in the centre island, would appear the least disruptive of the options available and would enable more time for the city to transition to sustainable transport options.

Yours faithfully

Spencer Holmes Limited

Ian Leary

Director - Survey and Planning



Newtown to City Cycle way: North
To Waterfront →

Newtown to City Cycle way: South
← To Basin Reserve

Cambridge Terrace

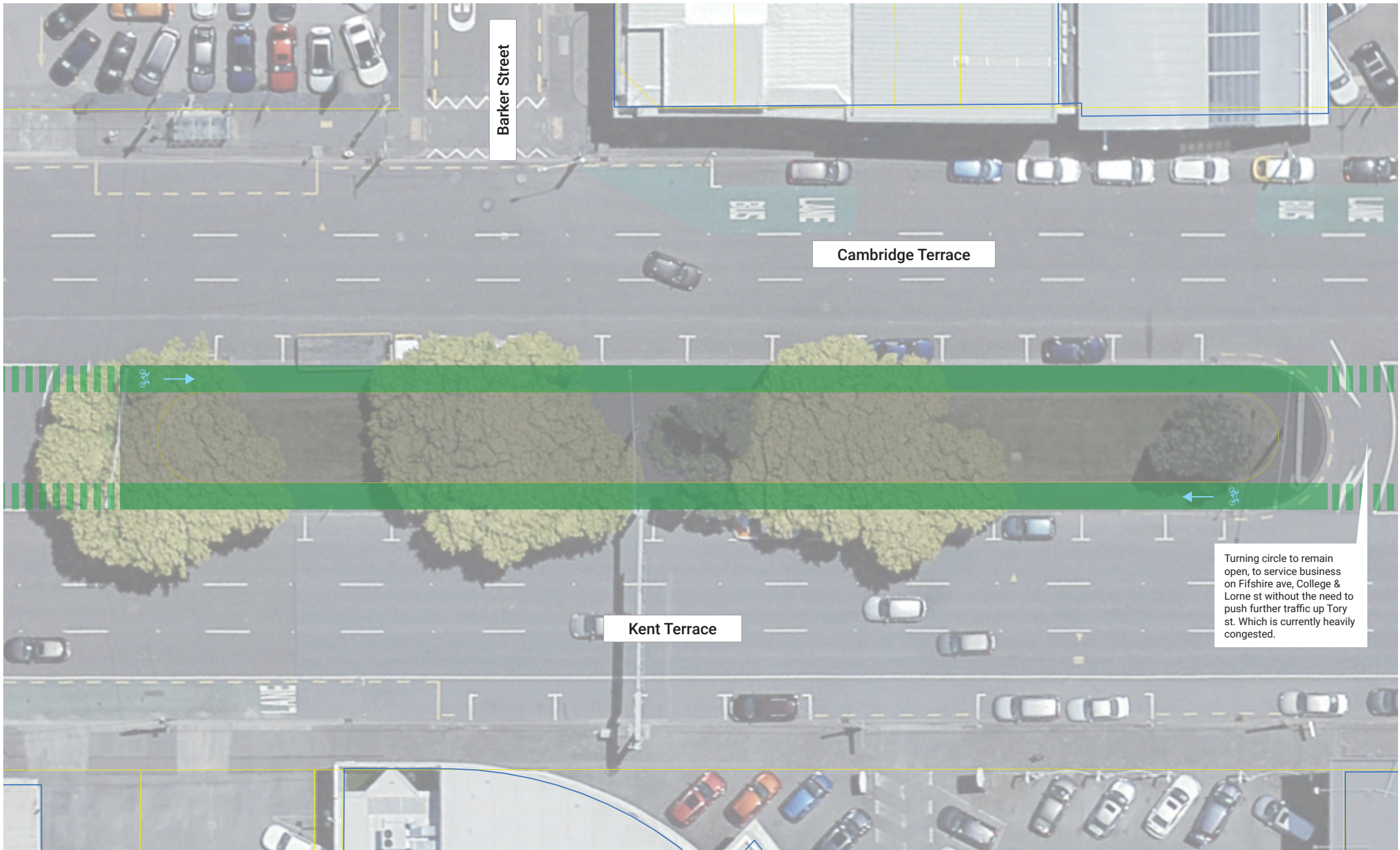
Kent Terrace

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 Ffishire ave, College & Lorne st without the need to push further traffic up Tory st. Which is currently heavily congested.

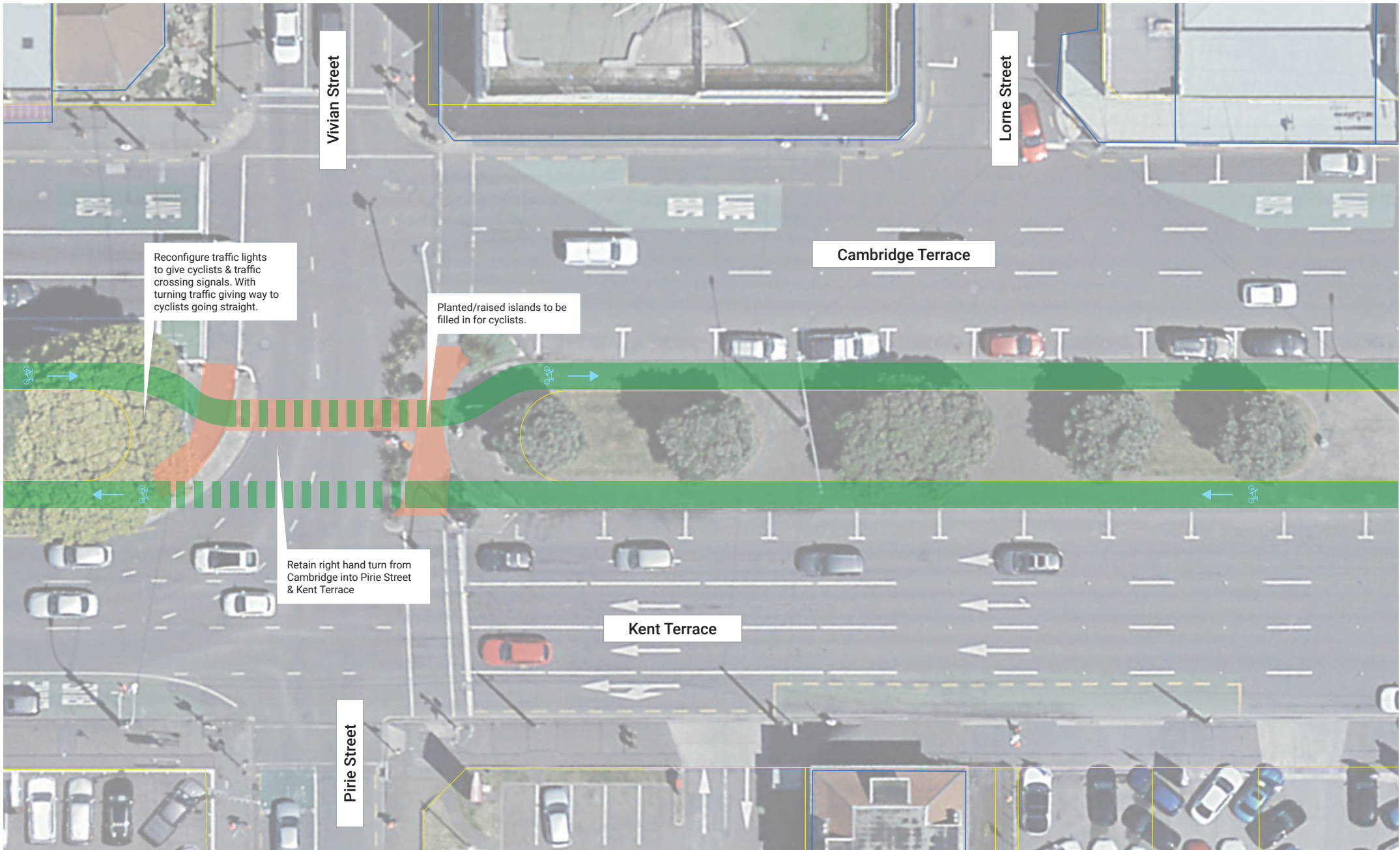


Fifeshire Ave

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.



Vivian Street

Lorne Street

Cambridge Terrace

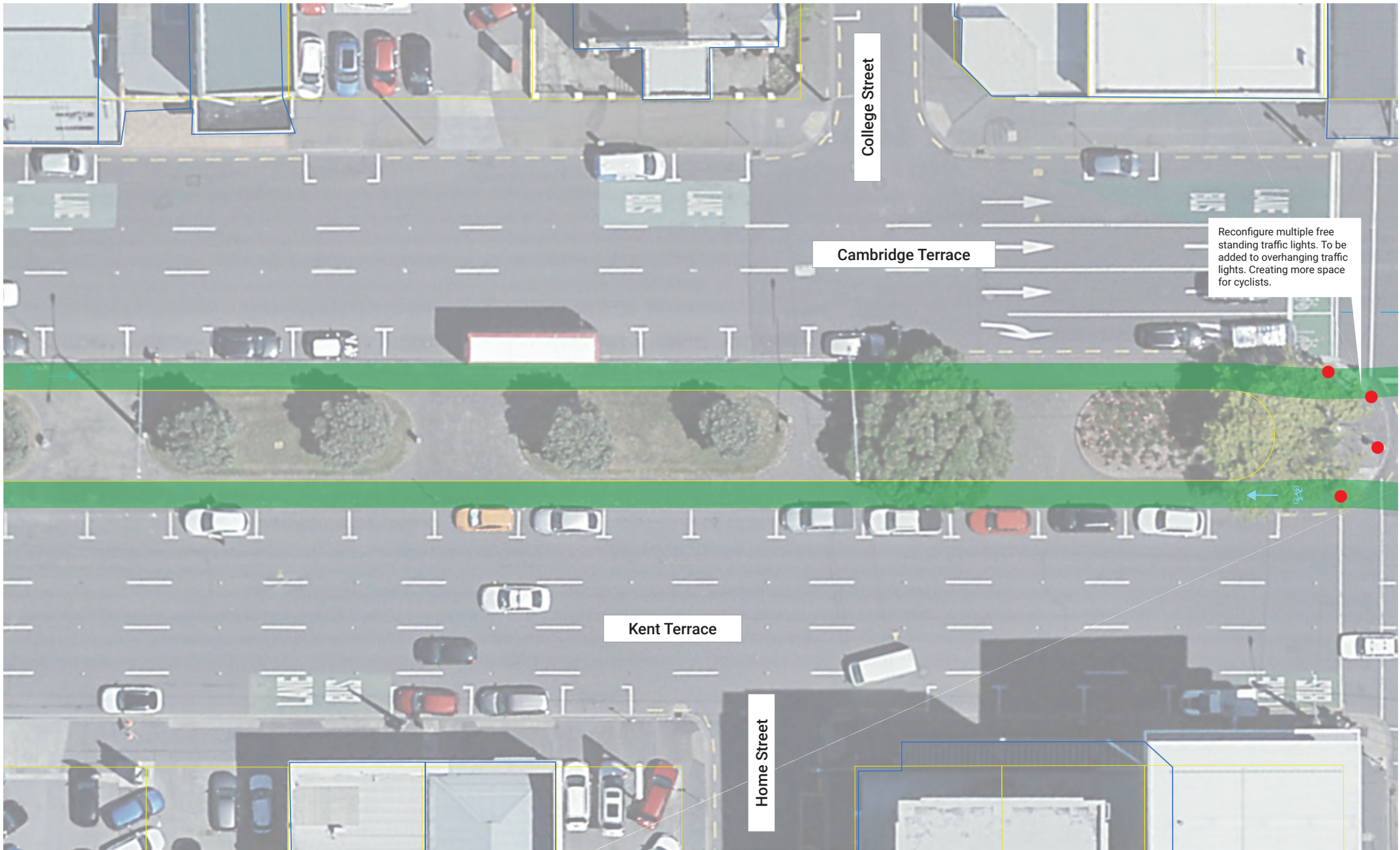
Reconfigure traffic lights to give cyclists & traffic crossing signals. With turning traffic giving way to cyclists going straight.

Planted/raised islands to be filled in for cyclists.

Retain right hand turn from Cambridge into Pirie Street & Kent Terrace

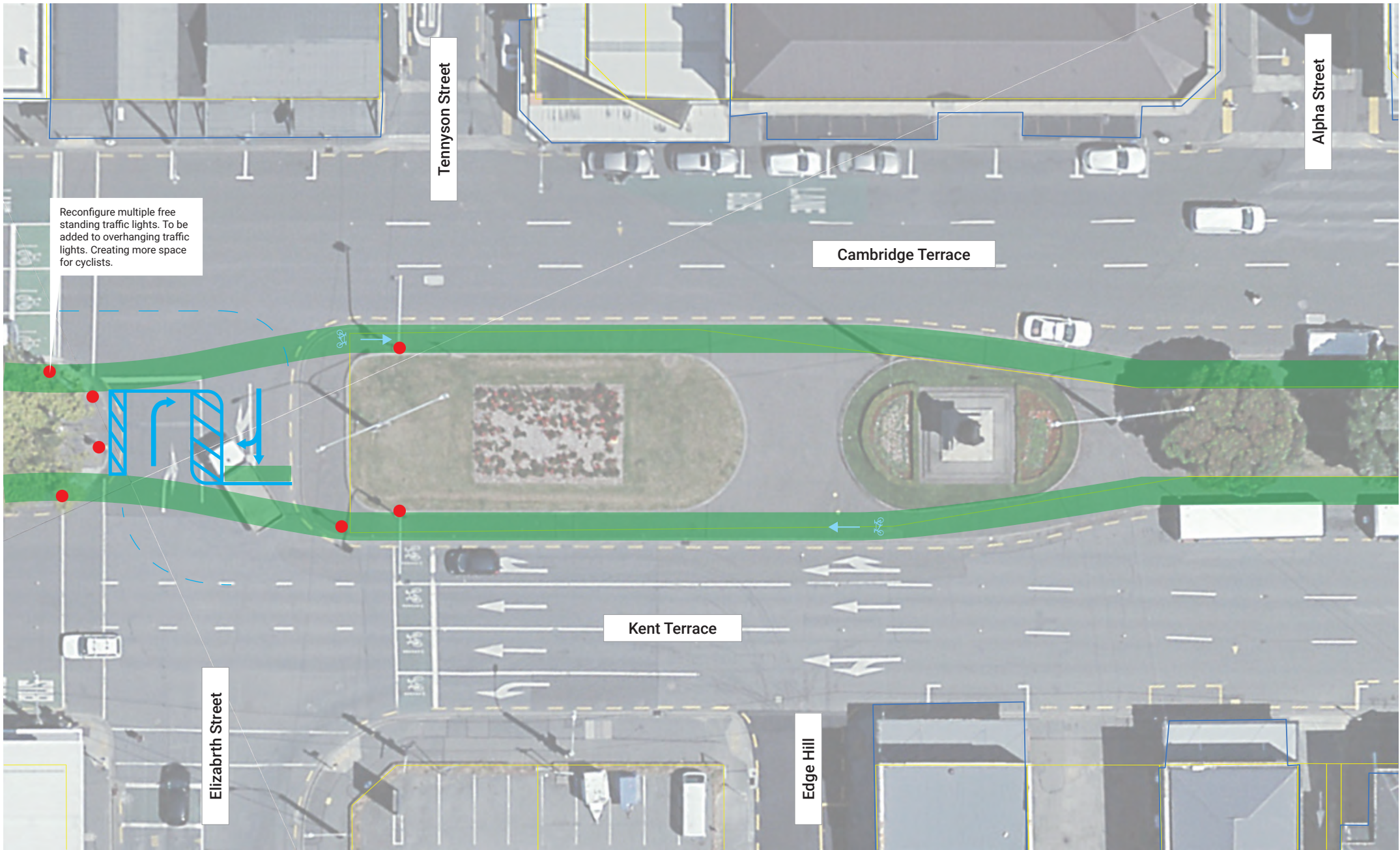
Kent Terrace

Pirie Street



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

● Traffic light



Reconfigure multiple free standing traffic lights. To be added to overhanging traffic lights. Creating more space for cyclists.

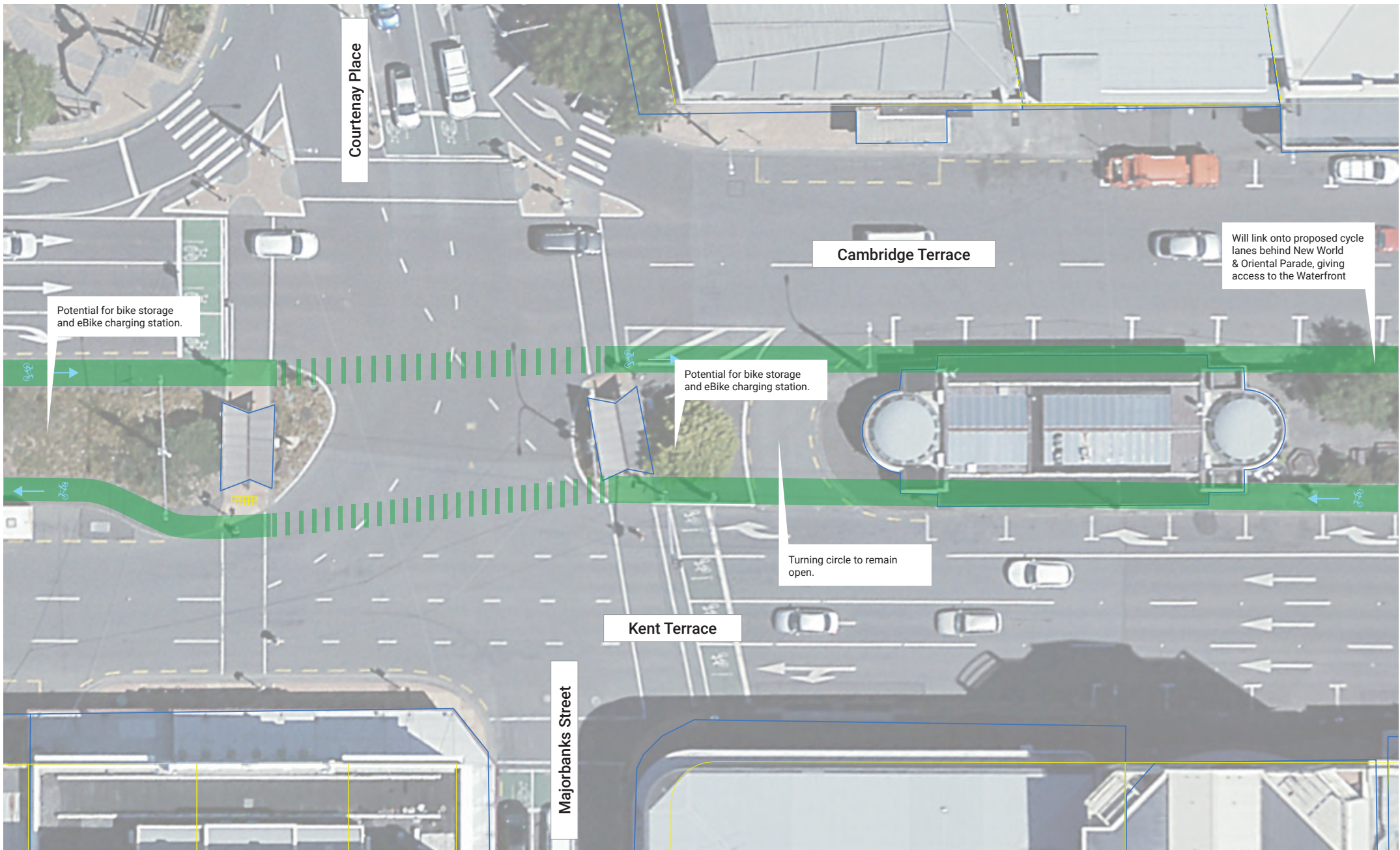
● Traffic light



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.

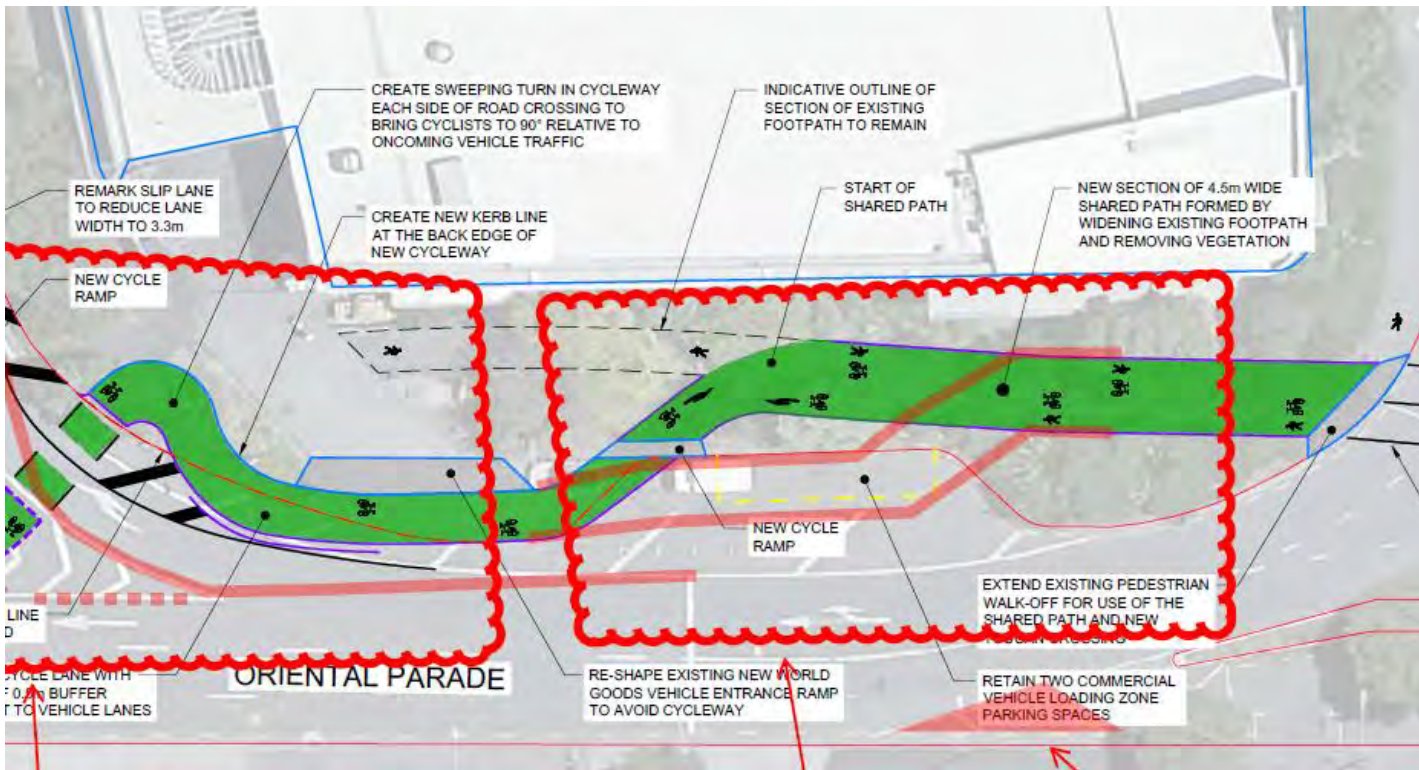
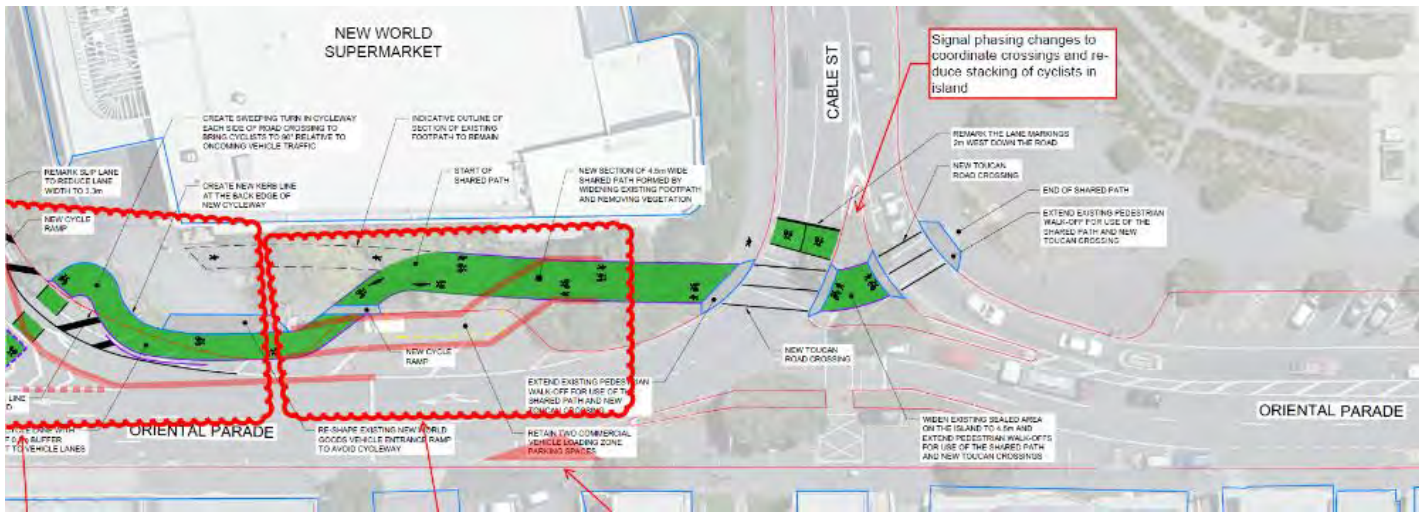
Potential for bike storage and eBike charging station.

Turning circle to remain open.

Kent Terrace

Majorbanks Street





Notes

Feedback

1725

NAME: Shannon Wallace	SUBURB:	ON BEHALF OF: Wellington City Council Environmental Reference Group	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

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?

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, Tahiwī

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
[REDACTED]

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)
<ul style="list-style-type: none">• 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.
<ul style="list-style-type: none">• 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

1726

NAME: Amos Mann	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION
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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?

Kia ora WCC,

I strongly support the proposed changes including the traffic resolution. This will be good for everyone. This route is vital to all within the wider Wellington Region.

I live in the wider Wellington Region. I commute to Wellington for work daily. I travel into Wellington for creative arts activity within the Newtown and Mt Cook area frequently (15+ times a year). I also need to travel to Wellington Hospital to access health services. I usually, 95% of the time, bus or walk to make all of these trips to Newtown and back home.

I greatly look forward to the improvements proposed. These improvements will increase my quality of life and wellbeing, and that of my community.

These improvements will strengthen social networks and social cohesion between the CBD, Kelburn, Aro Valley, Mt Cook, and Newtown. These neighborhoods are long-standing hotbeds of creative innovation within this city, and yet Newtown is hard to access for those within these creative communities who are based elsewhere in the city, and visa versa. Improving these transportation networks will have a major positive impact on Wellington's creative output.

I urge an increase in scope for these improvements to cycleway and bus lanes to include improvements to the Basin Reserve. Newtown is divided from the city by the poorly designed, poorly thought through traffic network we have currently. The economic impacts of this barrier are intergenerational and can be measured in the inequity experienced by the families of Newtown, Berhampore, and Kilburnie. Newtown is behind a barrier of unpleasant, dangerous, slow car traffic, which will only get worse if the private motor vehicle continues to be prioritised above all else.

As well, improvements to cycleway and bus/public transport in this pivotal area of the Wellington transport network will have massive knock-on effects within the CBD and wider city. By encouraging a shift in transportation modes for residents and those visiting Newtown, pressures on traffic flow throughout the city will greatly reduce.

Ngā mihi nui,

Feedback

1727

NAME: Vicki Anderson	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION
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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?	
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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?

Attention: Renee Corlett,

I've had difficulty making comments on your feedback site, hence the email.

I speak for my own household in opposing the plans you have already made and are only now advising the public what you are doing with regards the Newtown to Courtenay Place Bike Network Plan.

According to your own data only 9% bike to work regularly, I personally haven't seen 1 in 10 people riding a bike anywhere in the city and environs. To say that cyclist's have preference over cars, vans & trucks is stretching the narrative hugely! Most of us use motorised vehicles and the changes you've put in place already and are expecting to expand, seem like an undemocratic process, and one without due consultation.

Should you proceed with this plan, Wellington Council must have a number of things in place to support EVERYONE not just the small vocal minority of cyclists.

To press forward with this cycleway plan then you should put certain things in place FIRST:

Cycle ways should be kept on one side of the road only (even Cambridge and Kent Terrace) and should be wide enough to accommodate bikes and pedestrians as is the case in Thorndon/ Kaiwharawara. This would leave plenty of room for motorised traffic to keep moving. I saw this model used to great effect in Japan.

Mein St should become a one way road so a circular traffic system (incorporating Daniell or Owen St) to Constable St which would keep traffic moving toward the outer suburbs and the city.

Council should erect and subsidise parking building/s so the the majority of us can support local businesses and get to hospital appointments. This should also cover too, the great number of those who work at the hospital, rather than clogging up much of the residential parking places.

Finding a solution to the congestion from Kilbirnie to the Basin Reserve is essential as the bottle neck is horrendous- put in the second tunnel!

AND importantly ALL bikes & scooters by law, should be required to display a Registration Plate or Number that is easily recognisable by both pedestrians and road users. Many cyclists and those who use scooters disregard the road code and run red lights, cycle through pedestrian crossings and generally do some foolish things that a motorist would be prosecuted for.

For the sake of our city and its inhabitants I hope these points will be seriously considered and the plan altered to accomodate the wishes of all Wellingtonians.

In fact Wellington City Council SHOULD prioritise repair and replacement of failing infrastructure before any of the above!!

Regards

Vicki Anderson and family

Feedback

1728

NAME: Maria Whitehead	SUBURB: Other	ON BEHALF OF:	ORAL SUBMISSION
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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?

Kia ora,

I strongly support the proposed changes including the traffic resolution. This will be good for everyone. I'm so looking forward to the day I can take my bike on the train into Wellington and safely bike around everywhere.

Kind regards,
Maria Whitehead



Feedback

1729

NAME: Cameron McCulloch	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION
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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 cycle lanes over bus stops are dangerous for pedestrians. I have been nearly run over multiple times by cyclists at the bus stops. As a resident and a person who walks a lot, it has made the streets less safe. I don't know how to improve the bus stop safety for pedestrians, but it is a major Health and Safety issue. I have noticed cyclists riding off parts of the cycleways into traffic because they don't like them (Riddiford Street and the recent changes in Island Bay). I have seen cyclists nearly be hit a couple of times because they have not looked when swerving out into traffic. It would be far more appropriate to utilise back streets for cycle ways. For example, Island Bay to Wellington would be better to continue running through Adelaide Road, changing to Hanson Street and then continuing through Tasman Street into the city. The aim of the changes is to reduce carbon emissions, but while it has caused a slight increase in cyclists, the poor bus service, subsequent increase in people driving and resulting increase in time people are spending in traffic must be far outweighing the small reduction in CO2 emissions from people riding. It is also most likely that those new to riding had a

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

Walking in the area?	Very negative
Using the bus?	Very negative
Riding bikes?	Neutral
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?	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?	How important is it to make street improvements so buses are quicker and more reliable?
Low importance	Important

Newtown-to-city-proposal-paper-form.pdf

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

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 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.

The cycle lanes over bus stops are dangerous for pedestrians. I have been nearly run over multiple times by cyclists at the bus stops. As a resident and a person who walks a lot, it has made the streets less safe. I don't know how to improve the bus stop safety for pedestrians, but it is a major Health and Safety issue.

I have noticed cyclists riding off parts of the cycleways into traffic because they don't like them (Riddiford Street and the recent changes in Island Bay). I have seen cyclists nearly be hit a couple of times because they have not looked when swerving out into traffic.

It would be far more appropriate to utilise back streets for cycle ways. For example, Island Bay to Wellington would be better to continue running through Adelaide Road, changing to Hanson Street and then continuing through Tasman Street into the city.

The aim of the changes is to reduce carbon emissions, but while it has caused a slight increase in cyclists, the poor bus service, subsequent increase in people driving and resulting increase in time people are spending in traffic must be far outweighing the small reduction in CO2 emissions from people riding. It is also most likely that those new to riding had also been public

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 Cameron McCulloch

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.

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Demographic information

Which of the following age groups do you belong to?

Under 18 19-29 30-39 40-49 50-59 60-69 70-79 80+

Please choose the gender that best identifies you:

Male Female Gender diverse/gender non-binary Prefer not to say

Do you live with a disability or accessibility issues?

No Yes Prefer not to say

Please choose the ethnicity group/s you identify with:

NZ European/Pakeha Pacific Peoples Middle Eastern/Latin American/African
 Māori Asian European
 Other ethnicity
(please specify)

Why do we collect information about you?

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Your responses will help us better understand who is engaging with this project.

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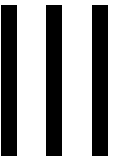
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Free Post Authority Number 2199

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



Attn: City Design, Tahiwī
Freepost Wellington City Council
Newtown to city proposal
Wellington City Council
PO Box 2199
Wellington 6140

Feedback

1730

NAME: Gill Burnet	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION
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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?

Cyclist and scooter riders on the footpaths want
a safe way to pedestrians trying to get from bus shelters
to the kerb. I have been ridden into, knocked over
regularly while trying to catch a bus. I don't feel
safe with cyclists or scooters on footpath - they should
have their own separate lane, not on footpath.
Pedestrians need a smooth surface without trip
hazards, and need to be able to walk in the
middle of footpath, to avoid reversing cars, and
well away from road edge, so as not to be knocked
by car doors suddenly opening.

It is also dangerous to be trying to get off a
bus while cyclists are speeding by close to the
kerb.

Buses cannot pull into some bus stops because they
are blocked by lines of cars.
Buses should have priority at lights, and bus users. New
traffic lights are too dazzling to look at.

- No right turn from Cambridge Tee into
Pirie St. As there is no traffic light on
my side of Pirie St, I cross Kent Tee when
the cars turn right from Cambridge Tee.

Ideally of course, there should be traffic
lights for the pedestrians, and when they
have faults, they should be fixed promptly.

I wonder how traffic coming from
southern suburbs will get into Pirie St.
Would oppose any extra traffic using Elizabeth
St. There is bus stop on Elizabeth/Broughar
corner and street is quite wide here and
not easy to cross.

Traffic should be stopped from going through red
lights - this is very dangerous for pedestrians. When
pedestrian's green light is very short, they can completely lose
their turn while they wait for more to 'roll' rain through.

No mention of pedestrians - bus users also have to use the footpaths

- Remove trip hazards from footpaths.
- all footpaths should have non-slip surface even in wet weather
- Footpaths should be wide enough to pass someone coming other way without having to step on to the road.
- If there is no footpath, speed limit should be much lower.

Bus users need to be able to easily and quickly cross the road to reach the bus stop

- traffic lights near bus stops should change quickly for pedestrians - ^{pedestrians wait longer at light than motorists}
- lights should allow enough time for all pedestrians to cross, regardless of their ability. When I was disabled I did not find any lights in Wellington where I could cross before the opposing traffic got a green light.
- Roundabouts are very difficult for pedestrians have no idea of what traffic is going to do.
- many motorists do not correctly indicate what they are going to do at intersections
- I find busy roads are not good places to wait for buses - constant traffic noise, air pollution. Best for traffic to be diverted away from bus routes.

Access to buses - it is difficult to get on a bus if they are parked over a driveway, or out in the middle of the road where there is no kerb. Many bus stops are long enough for modern buses, or for the number of buses that stop there at once. Some bus stops don't even have a space marked out on the road.

Feedback

1731

NAME: Dale McTavish	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION No
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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?

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.

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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

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 newtowntocity@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 TR19-22

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.

Check the traffic backup from the basin reserve to John St through Riddiford St. & right up Constable St & beyond every working day. Constable St. further slowed by people on bikes blocking the upward flow of traffic. Hundreds of idling cars. Four + car parks outside Newtown School have gone. Why? The dangerous narrowing of the car lane/s at the left turn into Mein St needs revisiting.

John St. to the Basin is one of the earliest areas of greater Newtown — site of the first tramcars, horse drawn, King St; first fire station, first of many things. Behemoth buildings are not part of the fabric of this place.

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)

History

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
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- 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 DALE McTAVISH

Email address What about those without email who want feedback —

Suburb NEWTOWN • probably about 30% of Wellingtonians excluded.

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.

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Demographic information

Which of the following age groups do you belong to?

Under 18 19-29 30-39 40-49 50-59 60-69 70-79 80+

Please choose the gender that best identifies you:

Male Female Gender diverse/gender non-binary Prefer not to say

Do you live with a disability or accessibility issues?

No Yes Prefer not to say

Please choose the ethnicity group/s you identify with:

NZ European/Pakeha Pacific Peoples Middle Eastern/Latin American/African
 Māori Asian European
 Other ethnicity
(please specify)

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Feedback

1732

NAME: Avryl	SUBURB:	ON BEHALF OF:	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

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?

Have your say on bike and bus improvements between Newtown and the city

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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

Poor question. Buses positive cycles negative

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.

See attached pages

Please do not destroy as you did to my previous submission on Bowen Street

1/6

Your details

Enter your name and contact details

Name

A. BRAMLEY

Email address

Suburb

Mt. V. Ct

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?

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No Yes If yes, please provide a phone number above so we can contact you.

see note on front

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Demographic information

Which of the following age groups do you belong to?

Under 18 19-29 30-39 40-49 50-59 60-69 70-79 80+

Please choose the gender that best identifies you:

Male Female Gender diverse/gender non-binary Prefer not to say

Do you live with a disability or accessibility issues?

No Yes Prefer not to say

Please choose the ethnicity group/s you identify with:

NZ European/Pakeha Pacific Peoples Middle Eastern/Latin American/African
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 Other ethnicity
(please specify)

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

Part A

This cycleway needs to be cancelled in Adelaide Road and reinstated using Tasman Street as a cycle friendly low speed route.

Cycle riders currently number 150-300 in the Island bay to town corridor which does not justify the large public expenditure.

According to the cycle counters the bulk of the cyclists in the corridor bounded by the Mount Vic tunnel and the Tasman/Tory street line are already using Tasman/Tory Street. We could nominate Tasman/Tory street as a cycle friendly street rather than creating an expensive cycleway on a main arterial route carrying heavy traffic and mass public transport.

If needed, and for a very low cost, we could reduce the speed limit (flashing signs?), put in some traffic calming measures, paint a few warning green circles on the road, sort out some access directions and let them get on with it.

The number of cyclists in the area, around 300, compared to the 20,000 on public transport and large numbers on foot really doesn't warrant any greater expenditure of public money or allocation of scarce carriageway.

Why are Secondary Routes not being considered?

Why is route approval being taken for granted and is not a forming an actual part of the consultation? Why is a low usage route being prioritised over a nearby higher usage route? Why are cyclists being granted end to end travel rights without the obligation to give way at some points to facilitate route changes or the needs of other users or even to walk a few feet pushing their bike?

This follows on from the below about reassessing routes for viability and competent spending of public money.

The counters in Tasman street between Rugby and Tory show around a 100-200 people using this route in the morning compared to some 50-75 odd through the Basin Reserve and a further smaller group through the Mount Victoria tunnel. Of course all these numbers are about 1% of the bus passengers entering the Courtney Place end of town (20,000 in peak hours) and there is a further large group on foot. As cyclists have the option of safely catching a bus as so many others do it is hard to see why ratepayers are spending so much money on a private transport option heavily skewed towards able bodied males. This data does not form part of the consultation -why not?

What is clear from the above data is that the choice to use Tasman Street has already been made by a solid majority of the tiny number using this transport. Reassessing the route would strongly suggest funnelling the cyclists from the Mt Vic tunnel by way of the crossings around the Basin Reserve up to the Tasman/Tory Street area. Yes they may have to wait for lights, take a small uphill detour or even walk a few feet none of which appears to be an excessive task. The cyclists using the lower reaches of Adelaide Road could also be channelled up to Tasman Street either by secondary roads and crossings in the John Street area and further south or using walkways between Adelaide and Tasman if they originate in the area. What is already clear is that the cycleway is proposed on the lowest use route and one which is unlikely to yield much in the way originating cyclists who do have the option of accessing Tasman Street by walkway to start their journey.

This would of course save ratepayers a significant sum of money and avoid disruption on a major access route east and to the airport and one heavily used by public transport.

(As an aside the on foot group from Haitaitai could do with a small bore solution (sideways lift?) to enable them to traverse one or other of the Mount Vict tunnels safely and with some degree of comfort.)

Why are we being locked into only one version of a transport future

What reviews and protocols are in place to ensure timely capture of modification or scrapping needed before large amounts of money are spent?

While the default position is that the council "approved" the routes back in 2021, detailed costings and feedback were certainly not available to them nor to the public at large. So the best that could be said is that they approved a concept based on a few random ideas and inputs not based in too much factual data.

No notice appears to have been taken of future development of other ideas in this area nor any ideas that there may be different but equally viable as alternatives. The essence of any failed project is an inability or unwillingness to reassess it at regular intervals to ensure it remains viable or what changes, alterations or cancellations need to happen.

There are already in production or proposed, fully recyclable cars, electric cars that are little more than a covered over more stable ebike and other similar vehicles that fill the gap between pedal cycles and standard electric or ICE cars.

We would be unwise to commit ourselves to shaping carriageway at vast expense for vehicles that are already only a small subset of what is commercially available and have green credentials beyond vehicles already in use. Events are already overrunning cycleway proposals.

By way of information Spinoff.co.nz has recently run an article on micro electric cars which could well provide choices that some people wish to utilise.

The current operating model spends the bulk of the money for the project on a so-called "temporary" solution which will be modified at some future unspecified date based on some unknown data. Methodology, baseline data, comparison data and time frame are not specified nor the nature of the consultation. Embedded in this is the implication that if it is left long enough then no real assessment need ever be made and the project will never be cancelled no matter how useless the outcomes are.

I'm sure there is no need to remind the Council that they have form in this area.

The Basin Reserve flyover plans were dumped on the ratepayers as a "done deal" and then proceeded to arise zombie like over the next 40 odd years at regular intervals before being repeatedly staked by various ratepayer groups. Ratepayer groups also provided for free professional engineering plans and alternatives vastly superior to the ones dumped. While the Council may have been in thrall to their creation it was clear ratepayers generally were not and history looks to be on the side of the ratepayers. Under the model above, a "temporary flyover" would have been built, modified with some white painted elephants and then quite possibly demolished at further expense to the ratepayer.

If they had learnt anything from that experience it would be to:

- highlight an issue that they feel may need attention
- seek feedback on a range of proposals and solicit any other ideas that may work
- proceed then to firm up any necessary changes.

In short crowd source to see if there actually is an issue, crowd source possible outcomes, firm up plans.

Instead we get a creeping barrage of bits of plans dumped on us without opportunity to modify or dump total schemes.

Ratepayers understand that the consultation is not genuine, open to variation or modification and judging by the unpopularity of the Council resent it deeply.

Part B

Current proposal to use Adelaide Road / Kent & Cambridge Terrace has other issues that appear not to have been covered off at any level.

Access to the after Hours Medical Centre - 17 Adelaide Road

(This also used to have a daytime radiology centre that local GPs referred patients to during the day so if your child broke a wrist at school that was the place to go. I don't know if it is still in operation).

What provision has been made for parking and to a lesser extent a drop off clearway? Please bear in mind that these are people under stress and in pain, often require assistance to move, cannot easily move large distances, if at all, and cannot be dropped off and left to fend for themselves while vehicles are parked further away. The time spent in the Centre may extend well beyond normal park time allowances. These same issues can also be raised with respect to the Xray centre during the day if it is still operating.

What provision has been made for an easily accessible bus stop? While this is likely to be a very minority option it still needs to be there for anyone in need.

I would expect the Centre to have been consulted and to the extent that they are able, while respecting privacy issues, to provide any data available, about numbers of patients, time spent in the centre and the numbers at various times for peak loadings. If they do not collect or cannot provide the data then the Council needs to find another way of assessing this demand.

Frankly it is not appropriate to provide glib answers or solutions. 4 parks is minimal compared to waiting rooms holding 20-30 people for several hours at a time. "Businesses need to provide their own parking" may be a longer term aspiration but the reality in the here and now is that this is an essential service that people need to access easily and it is located where it is.

Has the area been canvassed for any other providers of essential services who need or require access beyond the very basic level provided?

Parking & Access for Medical staff for the Hospital and other public services in the Area. How can we improve their Access to their jobs.

At least some of these staff work shifts outside the main public transport hours. Others may be reluctant to catch public transport to minimise the chances of catching bugs which I am certainly in favour of. They are currently a scarce resource so how can we improve their lives by improving their journey to their job. Sticking them with expensive parking fees or tickets or having zero parking available hardly says thanks. Can we consult businesses, resident association, the staff/unions themselves as to how this can be improved so that it works for them and the surrounding community. It would give better health outcomes, reduce stress for them and frankly be a better and more altruistic spend of council money.

Slip Lanes along Kent & Cambridge Terrace being closed.

Why can these not be kept open with the appropriate give ways being put in place? What are the numbers compared to the cyclists? Does the 15 minute "local zone" not exist here and if not why not?

This area has local traffic from the surrounding streets, Mount Victoria, Oriental Bay, Roseneath, parts of Hataitai and any other traffic that enters Kent Terrace from the Embassy end upwards. Some of this traffic uses those lanes to access Cambridge Terrace and the businesses off them, in particular Moore Wilson's. The reverse access is also used. The taxi stand at the bottom end of Cambridge Terrace uses the first slipway.

This traffic will now have to go around the Basin Reserve increasing congestion there or use Tory Street after entering at Wakefield Street. Tory street is already heavily used. If the Golden Mile closures go ahead (but hopefully not) then Wakefield Street/ Tory Street will have to be used. This will involve a 3 lane crossing between New World and Tory Street for any traffic from Oriental Bay.

This is traffic within the 15 minute "local zone" being "cancelled" so that a numerically few abled bodied cyclists from distant suburbs can charge around unimpeded by the need to give way to anything or anybody or even consider that needs other than their own exist. Does the 15 minute "local zone" only exist in some privileged distant suburb?

Pirie Street Access being closed

Again why can this not be kept open? What are the numbers using this compared to the cyclists.? It will force traffic either into Elizabeth Street past the school and Kindergarten or onto Ellice Street using the Basin Reserve. Brougham Street between Pirie and Ellice and between Elizabeth and Marjoribanks is pretty much one way all of the time now so will not easily cope with any extra volume.

Removal of parking at all times on Kent & Cambridge for cycleways.

If there has to be a cycleway why not peak hour only? Usage after dark and for large parts of the day is less than 1 cyclist per hour. Why is the Council prepared to forgo substantial revenue for non existent use?

Why are the transport needs and safety of after dark event and other users not being prioritised? Public transport throughout the evening is limited, unsafe for some vulnerable groups (women, older users) or simply limits access to entertainment venues. Fossil fuel usage for any number of these users may already be very minor – although we have no data on this- so these groups also deserve consideration from the Council when they wish to partake in community activities instead of being wacked with the idealogical hammer.

What is the cost per cyclist to date of the cycleway from Island Bay/Newtown to Courtenay Place

Why is the cost per cyclist (not movements or other numbers as they double count) of this piece of lane and the total cost per cyclist from Island Bay not shown?

If this section alone is \$1.5million this is around \$15,000 per user for this small section alone. The overall cost of the project is looking at topping out well in excess of \$250,000 per user. Is this the best spend to reduce fossil fuel usage although there has to be huge question marks over even this assumption.

Roxborough Street Loading Zone for Bats

What community benefits are being lost to provide this. There is already a loading zone in the first section of this street. Are they being amalgamated or duplicated. Do they need to be 24/7 loading zones.

PART C

Cycling Talking Points (Propaganda?) on the Council consultation that are not backed up by factual information has no place in fair and neutral consultation and should be deleted or supported properly.

Cycling has major health benefits. This should be deleted.

This may well be correct but these are individual health benefits, In fairness the Council should point out that while they will use over a quarter of a billion of ratepayer money for health benefits

Feedback

1733

NAME: Bernadine Rangī	SUBURB:	ON BEHALF OF: Blind Citizens NZ Wellington Branch	ORAL SUBMISSION
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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?

Submission in response to the Newtown to city project.

From Blind Citizens NZ (Wellington Branch)

About Blind Citizens NZ

Blind Citizens NZ is a disabled person's organization that advocates and supports people who are blind, deafblind, vision-impaired or have low vision [referred to as blind]

Blind Citizens NZ has a long history [over 75 years] working with central and local government advocating on the needs and the rights of blind people.

Our submission also considers the relevant articles from the United Nations Convention on the Rights of Persons with Disabilities [Disability Convention]

Article 4.3

Involving disabled people and our organization and decisions that affect us

Article 5

Equality and non-discrimination

Article 9

Accessibility

Article 19

Living independently and being included in the community.

Article 20

Personal mobility

The Government's New Zealand Disability Strategy 2016 to 2026

Outcome 5 – Accessibility

Is also relevant to our submission

Introduction

Blind Citizens NZ appreciates the opportunity to provide feedback. However, it is important for those responsible for the Newtown to city project to know that as blind people we were not able to interact with the online survey due to the lack of accessibility.

Our submission highlights areas that relate to safety and access from a blindness perspective.

The key points are

1. We support the concept keeping the cycle lane and footpaths separate. Providing safe paths for both cyclists and pedestrians.

We also support priority bus lanes and accessible bus stops as these are in line with Council's sustainable transport hierarchy, people on foot, bikes, and buses.

2. **Bus stops**

We support improved bus stops, but the stops currently rolled out and proposed we have concerns with these from both a safety perspective and their design. While we appreciated the opportunity to meet with council staff, the design of the stops already installed at the hospital present several difficulties for older people and those with reduced mobility and those who are blind or vision impaired.

Many of our communities are likely to use these stops on Richard St and Adelaide Rd.

The design of the bus stops at the hospital poses several issues. The distance between the shelter and the stop with the bike lane in between creates barriers.

The need for visibility between waiting passengers and drivers of arriving buses so that passengers can quickly identify the required bus and hail it if necessary, or drivers can see someone is waiting for the bus and then stop.

The need to know when the bus is stopping and then get from the shelter to the stop. Note many in our community will wait out on the stop. platform and will have no shelter as if they wait in the shelter buses will not automatically stop.

Our members have already raised concerns around the need to cross the cycle lane to get to the bus platform as they are unaware of if a bike or e-scooter is approaching. They do not feel safe and already have experience cyclists not stopping or slowing down when a bus is at the stop or when someone is crossing to the stop.

This increases when people are getting off the bus or when someone stops the bus to identify which route it is and then having to step back onto the platform if it is not their bus.

Waka Kotahi also attended the meeting with WCC who made some comments around the low colour contrast and that the tactile indicators should be moved back from the front edge.

Currently the tactile indicators are so close to the edge it would be dangerous to stand on them. We are not aware of any of any changes to these stops. In fact, we were advised the whole stop would need to be disassembled to remove or move back these tiles and so it would not be done.

We also have concerns with the lack of lighting at the head of stops. This needs to be improved for better visibility of passenger safety and to assist drivers in seeing someone is waiting at the stop.

When providing feedback on our site visit with WCC staff, we provided feedback as to the steep gradient of the stop. We had been led to believe that the platform would be flat. This is not the case. These platforms due to the gradient are dangerous for someone using a wheelchair, mobility aids, or to someone unsure as to what they are stepping on. Or parents with prams or pushchairs.

We also note that the click together design has gaps, and it is not a level platform providing trip hazards and the possibility for people to get walking sticks or heels stuck in the gaps

Waka Kotahi's pedestrian network guidance states

Some pedestrians will avoid using shared paths because of anxiety about interactions with cyclists, the installation should be limited. In all cases, options to provide a fully separated path should be considered first.

Retrofitting an existing footpath for shared use may reduce the level of service and safety for pedestrians. We are particularly concerned about the proposed conversion 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 and bus stops at attractions like McDonald's. Adding people on bikes would make this worse, reducing the level of service and safety for pedestrians.

We support the proposals with the following modifications

- Redesign of the bus stops to facilitate boarding and alighting and minimizing any conflict between people on foot and on bikes.
- Elimination of the shared path at the intersection of Adelaide Rd and Rugby St.
- Elimination of the shared paths on Oriental Parade and Cable St.
- Replacement of those shared paths with facilities that meet Waka Kotahi guidance.
- Work with Blind Citizens NZ and other disabled persons organizations to co-design stops and footpaths that are safe and ensure they are fully accessible for all.

Conclusion

Blind Citizens NZ Wellington Branch welcomes any opportunity to discuss our submission and would be pleased to speak to this if there is an opportunity to do so.

Please contact in the first instance, Janet Palmer, Secretary, Blind Citizens NZ Wellington Branch

E mail to



Feedback

1734

NAME: Chris Ford	SUBURB: 	ON BEHALF OF: Disabled Persons Assembly NZ	ORAL SUBMISSION
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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?

Disabled Persons Assembly NZ



September 2022

To Wellington City Council

Please find attached DPA's submission on the Newtown to City bus and bike improvements

Disabled Persons Assembly NZ

Contact:

Chris Ford

Regional Policy Advisor

Acting Kaituitui – Wellington Region

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Introducing Disabled Persons Assembly NZ

Disabled Persons Assembly NZ (DPA) is a pan-impairment disabled person's organisation that works to realise an equitable society, where all disabled people of all impairment types and including women, Māori, Pasifika, young people are able to direct their own lives. DPA works to improve social indicators for disabled people and for disabled people be recognised as valued members of society. DPA and its members work with the wider disability community, other DPOs, government agencies, service providers, international disability organisations, and the public by:

- telling our stories and identifying systemic barriers
- developing and advocating for solutions
- innovation and good practice

United Nations Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else ¹. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles pertinent to this submission, including:

Article 9 – Accessibility

“States Parties shall take appropriate measures to ensure persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications.”

New Zealand Disability Strategy 2016-2026

¹ United Nations Convention on the Rights of Persons with Disabilities, December 13, 2006. <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/convention-on-the-rights-of-persons-with-disabilities-2.html>

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen ². It identifies eight outcome areas contributing to achieving this vision, including:

Outcome 5 – Accessibility

“We access all places, services and information with ease and dignity.”

The submission

DPA is providing this submission for the Wellington City Council as it deliberates on the latest series of Newtown to City bus and bike improvements. We have been pleased to hear from local DPA members that the WCC has been working with disabled people on this plan.

DPA is pleased to see that several accessibility requirements have been considered in the development of this plan for the Newtown to City route. These positive aspects include no changes to mobility parking, the retention of parking outside the Urgent Pharmacy on Adelaide Road, and the inclusion of separate bus and bike lanes on Adelaide Road and Riddiford Street to Mein Street as some key examples.

However, there are a few issues which need to be resolved in the area to enable further accessibility and safety improvements to be made.

The first point we seek to make is that while we acknowledge the need for the growing number of cyclists to be safe, there is also the need to consider the safety of disabled pedestrians including those who use mobility aids including wheelchairs, mobility scooters and walking frames.

² Office for Disability Issues. (2016). *New Zealand Disability Strategy 2016 – 2026*. Retrieved from <https://www.odi.govt.nz/assets/New-Zealand-Disability-Strategy-files/pdf-nz-disability-strategy-2016.pdf>

That is why we would like to make a series of recommendations to improve safety and accessibility for pedestrians.

Firstly, the current bus stop outside Wellington Hospital is unsafe for pedestrians and needs an urgent upgrade for safety reasons. The surface around the stop can be slippery and the uneven surface creates trip hazards, thereby not providing a level boarding platform for bus users. Furthermore, there is a low colour contrast between the footpath, cycle lane, and bus platform which presents a safety risk for blind and low vision people and all other users who could unwittingly step into oncoming traffic. Of particular concern is that the gradient when either boarding or disembarking from buses at this stop is steep, therefore, presenting a risk for anyone exiting buses, especially to people, for example, using wheelchairs or mobility devices or whom have a mobility impairment which impacts upon their balance. Sometimes, passing cyclists do not stop or slow down when a bus is at a stop or when people are crossing.

Secondly, DPA recommends that WCC work with Health New Zealand on issues around the Wellington Hospital car park which is on this route. It is our understanding that the former Capital and Coast DHB and Council entered into an agreement to deal with car parking issues in this area. On this basis, the WCC and Health NZ should collaborate to tackle issues such as the lack of mobility parking. While we understand that it is possible to park underneath the main hospital complex, this can present issues for people who may experience, for example, mental distress in the form of anxiety who may not like being in confined or more darkened spaces.

Thirdly, DPA recommends that safety signage be erected, especially in or near bus stops and footpaths alerting all people to the fact that there are footpaths, bus stops and cycleways adjacent to one another and that there is a need to watch for safety strips and other hazards.

DPA is pleased that for safety reasons, there will be a separate lane for cyclists, e-scooter and skateboard users covering the majority of the City to Newtown area which will be an improvement on having them use footpaths which is an issue for many people currently and is an ideal way of managing the conflict between pedestrians, cyclists and other modal users.

However, DPA strongly recommends that there be no shared footpath and cycle lane created at the end of Adelaide and Rugby Street. This is due to it being a busy area as it has a high number of businesses which generate pedestrian traffic. Shared spaces present a significant risk in that they may be dangerous for people who are blind, deaf or mobility impaired and who, therefore, may not be able to see or hear cyclists coming towards them or may not be able to move out of the way quickly.

Finally, DPA recommends that any further planning on this route continue to be undertaken as part of a co-design process between Council and disabled people and our representative organisations known as disabled persons organisations (DPOs) in accordance with Article 4.3 of the UNCRPD.

DPA's recommendations

The Disabled Person's Assembly recommends:

- **Recommendation 1:** That the current bus stop outside Wellington Hospital is prioritised for an urgent upgrade for safety reasons as it is unsafe for pedestrians.
- **Recommendation 2:** That WCC work with Health New Zealand on issues around the Wellington Hospital car park which is on this route. It is our understanding that the former Capital and Coast DHB and Council entered into an agreement to deal with car parking issues in this area. On this basis, the WCC and Health NZ should collaborate to tackle issues such as the lack of mobility parking in the hospital car park and surrounding area. While we understand that it is possible to park underneath the main hospital complex, this can present issues for people who may experience, for example, mental distress in the form of anxiety who may not like being in confined or more darkened spaces.
- **Recommendation 3:** That safety signage be erected, in or near bus stops and footpaths alerting all people to the fact that there are footpaths, bus stops and cycleways adjacent to one another and that there is a need to watch for safety strips and other hazards. These signs need to be in large, clear text

which will enable both vision impaired people to see them and people with learning disabilities to read them easily.

- **Recommendation 4:** That there be no shared footpath and cycle lane created at the end of Adelaide and Rugby Street. This is due to it being a busy area as it has a high number of businesses which generate pedestrian traffic. Shared spaces present a significant risk in that they may be dangerous for people who are blind, deaf or mobility impaired and who, therefore, may not be able to see or hear cyclists coming towards them or may not be able to move out of the way quickly.
- **Recommendation 5:** That any further planning on this route continue to be undertaken as part of a co-design process between Council and disabled people and our representative organisations known as disabled persons organisations (DPOs) in accordance with Article 4.3 of the UNCRPD.

Feedback

1735–1880

NAME: Standardised Anonymous Opposition Letter	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
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Do you support the proposed changes to the Newtown to city route?
These include traffic resolution TR173-22

Strongly Oppose

Please provide any comments here:

See attached letter on following page

Thinking about the proposed changes and the different ways 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?

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	
Address	
Email address	
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 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
