



Cobham drive consultation - walking and biking improvements
March/April 2017

235 public submissions received

Submission	Name	On behalf of:	Suburb	Oral	Page
1	Libby Callander	as an individual	Miramar	No	7
2	Tom H	as an individual	Newtown	No	9
3	Oli du Bern	as an individual	Miramar	No	11
4	Anonymous	as an individual	Seatoun		13
5	Dr Stuart Slater	as an individual	Strathmore Park	No	15
6	Don MacKay	as an individual	Oriental Bay	Yes	17
7	vchmielewska@hotmail.com	as an individual	Island Bay	No	19
8	Daniel Harborne	as an individual	Other	No	21
9	Lance	as an individual	Miramar	No	23
10	Kara Lipski	as an individual	Newtown	No	25
11	Peter Palmer	as an individual	Miramar	No	27
12	Grant Perry	as an individual	Miramar	No	29
13	Peter	as an individual	Kilbirnie	No	31
14	Anon		Kilbirnie	No	33
15	Cycle Michael		Miramar	No	35
16	Ricky Thornton	as an individual	Miramar	No	37
17	Patrick	as an individual	Thorndon	No	39
18	Michelle Rush	as an individual	Ngaio	No	41
19	Paul Yeo	as an individual	Thorndon	No	43
20	James Sullivan	as an individual	Other	No	45
21	McLeish Martin	as an individual	Miramar	No	47
22	Malcolm	as an individual	Other	No	49
23	Karen Ward	as an individual	Hataitai		51
24	Jono	as an individual	Newtown		53
25	Ian Apperley	as an individual	Strathmore Park	No	55
26	Andrew Bartlett	as an individual	Strathmore Park		57
27	Jane O'Shea	as an individual	Highbury	No	59
28	Rhedyn	as an individual	Newtown	No	61
29	R	as an individual	Newtown	No	63
30	Lynda Young	as an individual	Hataitai	No	65
31	Jonny Osborne	as an individual	Miramar	No	67
32	Sarah	as an individual	Melrose	No	69
33	Malcolm	as an individual	Island Bay	No	71
34	Dan McGuigan	as an individual	Miramar	No	73
35	Jason	as an individual	Wellington Central	No	75
36	Dee	as an individual	Karaka Bays	No	77
37	Chris G	as an individual	Miramar	No	79
38	Ray	as an individual	Kilbirnie	No	81
39	Helen Chapman	as an individual	Lyll Bay	No	83
40	Claire Reddish	as an individual	Paparangi	No	85
41	R Jones	as an individual	Miramar	No	87
42	Sandra Edlin	as an individual	Miramar	No	89
43	Michael Lowe	as an individual	Mount Victoria		91
44	Welly Ton	as an individual	Wellington Central	No	93

45	Mike H	as an individual	Miramar	No	95
46	James Marsh	as an individual	Other	No	97
47	Ian Cooper		Miramar	No	99
48	James Court	as an individual	Seatoun	No	101
49	Dan A	as an individual	Hataitai	No	103
50	Raissa	as an individual	Hataitai	No	105
51	Ben	as an individual	Miramar	No	107
52	Eric Jacolin	as an individual	Karaka Bays	No	109
53	Victoria	as an individual	Roseneath	No	111
54	Ariana	as an individual	Lyall Bay	No	113
55	john	as an individual	Miramar	No	115
56	Andy McKenzie	as an individual	Maupuia	No	117
57	Aaron	as an individual	Island Bay	No	119
58	Barry Tipping		Kilbirnie	No	121
59	Patricia Cederwall		Miramar	No	123
60	Tama Whiting	as an individual	Miramar		125
61	Thomas O'Flaherty	as an individual	Aro Valley	No	127
62	Jon Blackshaw	as an individual	Other		129
63	Libby Grant	as an individual	Wellington Central	Yes	131
64	Jon Bogacki	as an individual	Kilbirnie	No	133
65	Steven Peters	as an individual	Miramar	No	135
66	Joel Miller	as an individual	Island Bay	No	137
67	Alastair	as an individual	Aro Valley	Yes	139
68	Joanna Mason	as an individual	Newtown	No	141
69	Keriata Stuart	as an individual	Northland	No	143
70	Neil Walbran	as an individual	Hataitai	No	145
71	R Petherick	as an individual	Strathmore Park	No	147
72	K Foran	as an individual	Te Aro	No	149
73	Sheila Hart	as an individual	South Gate	No	151
74	Liz Jackson	as an individual	Karaka Bays	No	153
75	Diana	as an individual	Kilbirnie	No	155
76	Brittany	as an individual	Strathmore Park	No	157
77	Iain Southall	as an individual	Seatoun	No	159
78	Dirk	as an individual	Miramar	No	161
79	David Klein	as an individual	Kilbirnie	No	163
80	Bob	as an individual	Miramar	No	165
81	Chris Anderson	as an individual	Mount Cook	No	167
82	Sarah	as an individual	South Gate	No	169
83	Will	as an individual	Mount Cook	No	171
84	Mike	as an individual	Lyall Bay	No	173
85	Fred Albert	as an individual	Roseneath	No	175
86	Geoffry Sams	as an individual	Wadestown	No	177
87	Mark	as an individual	Miramar	No	179
88	Anonymous	as an individual	Seatoun	No	181
89	A Dunstan	as an individual	Kilbirnie	No	183

90	Ingo Schommer	as an individual	Island Bay	No	185
91	Jos Kunnen	as an individual	Kelburn	No	187
92	Phillip Barker	as an individual	Melrose	No	189
93	Matt	as an individual	Tawa	No	191
94	Christian Williams	as an individual	Newtown	No	193
95	Ashley Peters	WORD- Wellington Off-road Riding Department	Miramar	Yes	195
96	Russel G	as an individual	Miramar	No	197
97	Ben Wilde	as an individual	Miramar	No	199
98	Steve Wallace		Strathmore Park	No	201
99	Dazza	as an individual	Miramar	No	203
100	j thorsen		Maupuia	No	205
101	Fraser Wilkinson	as an individual	Miramar	No	207
102	Nessa	as an individual	Strathmore Park		209
103	Dan Henry	as an individual	Miramar	No	211
104	Bronya Baker	as an individual	Strathmore Park	No	213
105	Pauline Moran	as an individual	Miramar	No	215
106	Cameron Cole	as an individual	Hataitai	No	217
107	Colin Alexander	as an individual	Paparangi	No	219
108	Tristan Thomas	as an individual	Wilton	No	221
109	John Baddiley	as an individual	Wadestown	No	223
110	Tom		Northland	No	225
111	Chris Bramwell	as an individual	Rongotai	No	227
112	Lynn Cadenhead	as an individual	Khandallah	No	229
113	Andrea Bonetto		Miramar	No	231
114	Mike Candy, President, Wellington marathon Clinic	Wellington Marathon Clinic	Thorndon	No	233
115	Mike Candy	as an individual	Thorndon	No	235
116	Stephanie Kuttner	as an individual	Strathmore Park	No	237
117	Matt Strik	as an individual	Strathmore Park	No	239
118	Simon randall	as an individual	Kilbirnie	No	241
119	Scott Lyons		Miramar	No	243
120	Nick Ravaji	as an individual	Newtown	No	245
121	Phil Petersen	as an individual	Breaker Bay	No	247
122	adrian sanders	as an individual	Melrose	No	249
123	Ursula	as an individual	Strathmore Park	No	251
124	Steve Sigley	as an individual	Strathmore Park	No	253
125	Peter	as an individual	Miramar	No	255
126	Guy Kerrison	as an individual	Karaka Bays	No	257
127	Erica	as an individual	Mount Cook	No	259
128	Peter Hill	as an individual	Mount Cook	No	261
129	Dave Hicks	as an individual	Maupuia	No	263
130	Alex Bennett	as an individual	Miramar	No	265
131	JP Brounts	as an individual	Johnsonville		267
132	Neil Plimmer	as an individual	Kelburn	No	269
133	David McCrone	as an individual	Mount Victoria	No	271

134	Mark Johnston	as an individual	Brooklyn	No	273
135	chris		Miramar	No	275
136	Nicky K	as an individual	Miramar	No	277
137	Paul Grover	as an individual	Oriental Bay	No	279
138	Jeff	as an individual	Hataitai	No	281
139	GW	as an individual	Miramar	No	283
140	G O'Rourke	as an individual	Newtown	No	285
141	Dave	as an individual	Newtown	No	287
142	Kathryn Jones	as an individual	Karaka Bays	No	289
143	Eamon O'Rourke	as an individual	Hataitai	No	291
144	Mary	as an individual	Seatoun	No	293
145	Theresa		Hataitai	No	295
146	John c smith	as an individual	Hataitai	No	297
147	Mao	as an individual	Other	No	299
148	Matt	as an individual	Houghton Bay	No	301
149	Frank Solomona	as an individual	Other	No	303
150	Sally Jackson		Karori	No	305
151	R Downes	as an individual	Lyall Bay	No	307
152	H Woods	as an individual	Hataitai	No	309
153	SB	as an individual	Miramar	No	311
154	Maree	as an individual	Miramar	Yes	313
155	Tom	as an individual	Hataitai	No	315
156	Catherine Morar	as an individual	Miramar	No	317
157	Dave	as an individual	Aro Valley	No	319
158	Nik Wakelin	as an individual	Hataitai	No	321
159	S Ganda	as an individual	Newtown	No	323
160	Brendon	as an individual	Te Aro	No	325
161	lulu	as an individual	Northland	No	327
162	Marty McDonnell	as an individual	Te Aro	No	329
163	David H	as an individual	Brooklyn	No	331
164	Michael Howden	as an individual	Thorndon	No	333
165	Chris		Kilbirnie		335
166	Ninep	as an individual	Kilbirnie	No	337
167	Jill Ford	as an individual	Newtown	No	339
168	Casey	as an individual	Ngaio	No	341
169	Erica Brooks	as an individual	Miramar	No	343
170	Carl Howarth	as an individual	Newtown	No	345
171	Joel George	as an individual	Hataitai	No	347
172	Pat Higgins	as an individual	Miramar		349
173	Ben Sandle	as an individual	Karori	No	351
174	Katherine	as an individual	Miramar	No	353
175	Anonymous		Miramar	No	355
176	Arianna	as an individual	Hataitai	No	357
177	Matt	as an individual	Newtown	No	359
178	Dave	as an individual	Te Aro	No	361

179	Jenny Clark	as an individual	Te Aro	No	363
180	Olivia Harris	as an individual	Seatoun	No	365
181	Glenn Kingston	Strathmore Park Progressive & Beautification Assn Inc.	Strathmore Park	No	367
182	Graham Pomeroy	as an individual	Seatoun	No	369
183	Karl arndt	as an individual	Mount Victoria	No	371
184	Mark Coburn	PNP Cycling Club - affiliated to Cycling New Zealand and Mountain Bike NZ.	Other	No	373
185	Richard Cuthbert	as an individual	Mount Cook	No	375
186	Teresa	as an individual	Hataitai	No	377
187	M Hughes	as an individual	Miramar	No	379
188	Kuldeep Kashyap	as an individual	Hataitai	No	381
189	Maree	as an individual	Hataitai	No	383
190	Andrew Bartlett	as an individual	Strathmore Park		385
191	Beryl Smyth Strathmore Pk	as an individual	Seatoun	No	387
192	Rebecca	as an individual	Miramar	No	389
193	Taryn Playle	as an individual	Miramar	No	391
194	Taryn Playle	as an individual	Miramar		393
195	A Stewart	as an individual	Maupuia	No	395
196	Kevin Smyth	as an individual	Strathmore Park	No	397
197	Malcolm Gunn	as an individual	Karori	No	399
198	Ingrid	as an individual	Strathmore Park	No	401
199	Neale Dickson	as an individual	Miramar	No	403
200	Nick Cooper	as an individual	Strathmore Park	No	405
201	Harriette Mangin	as an individual	Strathmore Park	No	407
202	Jevon Wright	as an individual	Roseneath	No	409
203	Fiona Hoang	as an individual	Kilbirnie	Yes	411
204	Jeremy	as an individual	Miramar	No	413
205	Matt Pemberton	as an individual	Houghton Bay		415
206	Uli Muellner	as an individual	Miramar	No	417
207	Dr Ruth Highet		Hataitai	No	419
208	Craig Ward	as an individual	Brooklyn	No	421
209	Jim Ellis	as an individual	Miramar	No	423
210	Alex Dyer	as an individual	Island Bay	No	425
211	Dermot Coffey	as an individual	Other	No	427
212	A Gough	as an individual	Miramar	No	429
213	Anonymous	as an individual		No	431
214	Richard Pomstra	as an individual	Miramar	No	433
215	P Barlow	as an individual	Karori	No	435
216	Mike Mellor	as an individual	Seatoun	Yes	437
217	Ryan O'Connell	Switched on Bikes	Newtown	No	439
218	Simon Ross	as an individual	Karori	No	441
219	Gary Gibson	PNP Cycling Club Youth Cycling	Hataitai	No	443
220	katia	as an individual	Newtown	No	445
221	Richard Scales	as an individual	Breaker Bay	No	447

222	Miriam	as an individual	Hataitai	No	449
223	Andy Linton	as an individual	Wilton	No	451
224	Shirley Hampton	as an individual	Island Bay	No	453
225	Pedestrians are people too	as an individual	Hataitai	No	455
226	Mike Mellor	Living Streets Aotearoa Inc.		Yes	457
227	anon	as an individual	Hataitai	No	459
228	Patrick Morgan	Cycling Action Network	Newtown	Yes	461
229	William	as an individual	Island Bay	No	463
230	James	as an individual	Island Bay	No	465
231	First Last	as an individual	Miramar	No	467
232	Grant Petherick	as an individual	Miramar	No	469
233	Tina Billing		Kilbirnie	No	471
234	Rosemary Rae Russell	as an individual	Kilbirnie	No	473
235	Bernard O'Shaughnessy	as an individual	Newtown	Yes	475

Cobham drive consultation - walking and biking improvements
Submission

1

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Libby Callander	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: When biking along the existing shared path, visibility is low and it's hard to see cars exiting the car park until they're almost on the path due to the planting. Please ensure any changes include open sight lines for those travelling along the bike path given that there will still be a conflict between cars and bikes on this path.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: I'm looking forward to seeing safer pathways for both bikes and pedestrians. Giving them separate pathways will make it feel much easier to get along without fear of running into each other - and great to see this can be done without impact for general traffic!

Cobham drive consultation - walking and biking improvements
Submission

2

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom H	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: We need to separate cyclists from pedestrians. Especially when you have a buggy with kids in it and you're right next to the busy road!

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: By urban design do you mean the plants and wind sculptures? The pictures look great!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: The more dedicated cycling paths in Wellington, the better for everyone!

**Cobham drive consultation - walking and biking improvements
Submission**

3

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Oli du Bern	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: It's a great idea and much needed for the many people who walk, jog and cycle along that area. I would like to see a safer configuration which reduces conflict for all that use the area.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike Run
Comments: This is my main commuting route to work every day and sometimes a recreational space for running and cycling.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Overall I support the design. What I would like to see in the design is consideration for some kind of wind shielding of the cycle route with planting or similar.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: Any improvement to cycling routes in the city is positive.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: It's a great idea and much needed for the many people who walk, jog and cycle along that area. I would like to see a safer configuration that reduces conflict for all that use the area.

**Cobham drive consultation - walking and biking improvements
Submission**

4

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Seatoun	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Most of the carparks appear to be occupied by people selling their cars, which seems to be a poor use of waterfront space.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

5

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dr Stuart Slater	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: great idea to get bikes off the road where they hold up traffic and away from pedestrians where they are a danger-glad you are doing this area which is great for walking</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Walk</p>
<p>Comments: great walking place</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>
<p>Comments: 3 hours is enough-prevents airport parkers</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Comments: not sure of your logic-how can reducing the number of parks be a benefit?</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: stick with plants

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments: dont know the area

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: a way for pedestrians to cross cobham drive would be good

**Cobham drive consultation - walking and biking improvements
Submission**

6

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don MacKay	Oriental Bay	as an individual	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I support anything that makes pedestrians safer. But how do you propose to stop cyclists cycling on the walking path as well as the biking path? For example, cyclists cycle on the footpath around Evans Bay, even though they have a dedicated cycle lane. What will be different here?

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: An unpleasant and hazardous experience, due to high speed of cyclists on shared path.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments: How will you ensure it is "slow-speed", and what does that mean exactly? The problem is that the Council is not in practice prepared to enforce restrictions on cyclists, which reduces the amenities and safety of pedestrians in these newly created shared areas.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: I support action that makes pedestrians safer. But how do you propose to stop cyclists cycling on the walking path as well as on the biking path? For example, cyclists cycle on the footpath around Evans Bay, even though they have a dedicated cycle lane. What will be different here? As for the proposal to establish a new "slow-speed" shared area for cyclists through the Evans Bay Marina, the Council has already demonstrated its inability to control cyclists speeds in other shared areas so why will this be any different?

**Cobham drive consultation - walking and biking improvements
Submission**



NAME: vchmielewska@hotmail.com	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL PRESENTATION: No
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We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daniel Harborne	Other	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: I'm concerned about the buffer between the road and the cycle lane. I believe that there needs to be a significant kerb to prevent cars from trying to park on the cycle lane. Traffic is also doing 70kph on this road, so a safety barrier might be needed to protect those using the cycle lane or the shared path.
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**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lance	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I agree, have the cyclists use the footpath that the pedestrians use at present, create a new walkway closer to the water. Build some natural plant protection even closer to the water to protect pedestrian from the winds off the water. Create a pedestrian crossing over Shelly Bay Rd. by Miramar Ave.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Other
Comments: Go past it every day by car.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: I don't use it personally but I've seen people fish and park their cars on the grass, mainly at night. It doesn't bother me. Whose going to monitor and enforce such things?

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: I assume this gives more space for the pedestrians and cyclists. I don't fish off the wharf so I'm not concerned.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Pretty up the place and provide some wind protection. As long as the sculptures aren't too over the top and stupid.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: As time has progressed there is increase traffic of all kinds. Having the cyclist separated from vehicular traffic would be safer. There is an element of them that wear the gear and double and triple their width while on the road with little consideration for others that travel from town around the bay weekly, its most frustrating.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: In general I'm fine with it, there's the space for it so why not.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kara Lipski	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I use the present route quite alot when cycling so that I don't have to tangle with the Cobham Dr traffic. It's good to see that you intend to give cyclists a separate lane off the road. I just hope it's a smooth sealed surface.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Not sure where Troy St is but if it's near the Miramar cutting, I am all in favour of that being made into a park with improved wharves so it becomes a major recreation area and not a car sales yard

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Putting the car park near the roundabout is dangerous - far better to place car parks along the Shelly Bay route away from major traffic

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments: when I cycle around Evans Bay from Oriental Parade I use the road. On the rare occasions when I have used the shared path it has be stop, start all the way along.

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: Great to have a dedicated cycle way

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Palmer	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I currently use the footpath along Cobham drive to walk to Hataitai. I am often passed by speeding cyclists. The current pedestrian only walkway is rough and not comprehensive from Miramar to Hataitai.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments: I support separation of cars and cyclists as much as possible. The two don't mix, especially in Wgton with its narrow windy roads. So I don't support a shared cycleway along Evans Bay. Get the bikes off the road!!

Overall, do you support the proposed changes on Cobham Drive?

General comments: The proposed changes will improve access from Miramar to Hataitai but will not improve cycling and pedestrian flows between Miramar and Kilbirnie-Rongatai. A foot/cycle bridge over Cobham Drive is badly needed. Currently, crossing this four lane road means risking life and limb. I would like you to consider such a bridge now as part of the proposed upgrade.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grant Perry	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I agree that separating cyclists and pedestrians is a positive move.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: The Car Parking spaces limit opportunities and safety for cyclists to get through the Miramar Cutting. A safer strategy for bikes to exit the cycle path and join the road is needed.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?
Not sure

Comments:
I think you might overestimate how nice the area will be for the majority of the time. The prevailing wind and sea spray will limit peoples comfort in exposed areas. There will be many days were the footpath is not useable.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?
No

Comments:
This is a "nice to have" but money could be better spent elsewhere.

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments:
The cycle way does not improve the permeability of the area. There is still no connection to the sports centre and Salek and Troy street should ideally connect the southern cycle path to Cobham Drive? If you want to encourage more cycling you need to provide infrastructure that reduces the number of stops per journey. A bike and pedestrian over bridge surely must be an option.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: Most importantly, get rid of the squatters parked at the marina and tidy that whole area up.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Get rid of the eyesore squatters at Evans Bay marina

**Cobham drive consultation - walking and biking improvements
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anon	Kilbirnie		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments: Are the penguins who live in the flax who have now made this their habitat, will they be protected. Also have any other native species been studied along there and what is the long term affects.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: Current route is great just a tidy up needed. Like all of the cycleways and footpaths shared or not you dont need the separation. Common giveway rules as these are not racetracks they are recreation. If you want to race like island bay the serious bikers will complain and wont use cycleway. Velodromes are for racing or country roads

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: council do police them and its a great safe plce to sell your car

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?
Not sure

Comments:
Councils around the country spend far too much on out of town over priced design costing rate payers when costs should be kept to a minimum and more money should be going to our poor old aged underground services.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?
No

Comments:
That is what this cycleway should be. Its not a race track

Overall, do you support the proposed changes on Cobham Drive?
Not sure

General comments:
You need to listen. no public have had a say. just business groups who like some dont even live in the area. NO ISLAND BAY DESIGNS HERE!!!!!!! Where are our councilors anyway Swampy has been MIA and Sara F and others quiet as mice since being elected

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cycle Michael	Miramar		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
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Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ricky Thornton	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Not sure
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick	Thorndon	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I support this initiative mainly because it separates cycling and running traffic. But safety incidents usually involve crossing Cobham, not staying on the north side of the road. Until there are safe crossings for pedestrians, cyclists, and runners from the north side of Cobham to the south side, safety will remain a huge issue and connections from Miramar to Kilbernie/Rongotai will not improve.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Run</p>
<p>Comments: The only issue we encountered was trying to get to ASB from Cobham.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure</p>
<p>Comments:</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michelle Rush	Ngaio	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: About time!! Well overdue. Had too many conflicts on this route with the narrow path having to cater for both way cycles AND walkers

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: I am often worried cycling across that intersection by vehicles exiting as I don't think the sight lines are very good, and as it isn't properly formed, it's easy to not think it's actually a vehicle access way

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?
Yes

Comments:
Absolutely support it. It is a very windswept area, so the landscaping with wind hardy planting and swails (that aren't made of sand that will blow away) will be very important. It will also add interest to the ride / walk, and improve the sense of safety if there are more people there (which landscaping and amenity always brings)

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?
Yes

Comments:
This is a high use recreation area with the potential for a lot higher use... if you build it people will come... and with that benefits for residents, businesses etc

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments:
The roundabout at Troy street is completely lethal to cyclists. I got lost trying to find the cycle route to the airport (the signage is TERRIBLE by the way and this should be dealt with as part of this plan) and could not safely get across at Troy Street - literally ended up having to get off my bike and run. Not a nice experience.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Yeo	Thorndon	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Sullivan	Other	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: Connections to the sport's centre, airport, and Miramar need to be explored as well. Either as part of this work or as a follow on project.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? No</p>
<p>If you have travelled along the existing shared path recently, did you:</p>
<p>Comments:</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments:</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: I'd put this down more as a nice to have.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
McLeish Martin	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: This would be amazing for both recreational and commuting needs.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Fortunately it's not too busy for commuting, but it would be dangerous if there was more than minimal use.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Sounds good, Parked vehicles shouldn't have preference over living people.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Sounds like there will still be plenty of parking. Suggest having 3-4 spots for five minute parking to support the pop up food trucks

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Sounds good

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: Yes, it's important for families, it shouldn't be shared with cars though. They don't have the visibility to safely drive around 3-5 year Olds on stride bikes and so on.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Malcolm	Other	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: Proposal looks good but is missing a major feature. How does a pedestrian/cyclist cross from the harbour side of Cobham Drive to the other side of the road? Especially around the Troy St roundabout. There is no safe crossing point. This proposal does nothing to address this.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? No</p>
<p>If you have travelled along the existing shared path recently, did you:</p>
<p>Comments: Lived in Kilbirnie for five years, left in 2012. Used to cycle along here regularly. Difficult part was crossing the road if I needed to access Troy St/Rongotai Road.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments:</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments: Would be nice but not essential.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: It will make cycling or walking along there nicer BUT you must look at providing safe crossing points to get across Cobham Drive, especially around the stadium/Troy St roundabout. This proposal doesn't appear to do anything to address this.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Karen Ward	Hataitai	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I use the current path ALOT for both running and biking. I would love to see a separate bike path.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: Not sure where it is

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: not sure

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: As long as it's still accessible for cycling and running. I use it a lot for these purposes

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: Yes this would be great, but why cars too?

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: I totally support a good cycling infrastructure in the city that has space for all wheeled users, including commuters, racing bikes, social users, families and kids.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jono	Newtown	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: There must be some form of physical connection, crossing point i to Rongotai and Kilbirnie and not dependant on the roundabouts as the level of traffic prevents any uncontrolled crossing

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: A route into Rongotai and Kilbirnie is a must

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: dont know

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: dont know

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

id like to see low maintenance native planting that attracts wild life and provides habitat

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Any increased level of access is a good thing as long as its well managed and doesnt impede on others

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

Access to all neighbourhoods along the paths route should be incorporated

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Apperley	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments:

Overall, do you support the proposed changes on Cobham Drive? No
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Bartlett	Strathmore Park	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Just a large car-sales lot right not, and provides little community value

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Long overdue, great to see some progress.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jane O'Shea	Highbury	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I want the whole of our city to be more bikable. I don't live on this side of town but welcome all projects that help us to bike and walk in our city. I find biking to and around town dangerous and would bike more often if I had safe routes

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: Anything and everything to get people out of there cars and on their bikes

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: The centre city needs more work than this area. I agree with it but don't believe it is the priority by a long shot

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rhedyn	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout?
Comments: There needs to be enough separation between the cycle park and the entry to the parking spaces so that vehicles are able to stop and give way to cyclists. The priority at this conflict point needs to be clearly marked.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Parking here should certainly be restricted. Consideration of road cyclists should also be made, as the proposed configuration leaves cyclist open to dooring unless they fully occupy the lane

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Not sure
Comments: Certainly support the use of landscaping, especially where it is used to provide clear delineation between spaces. There are already a lot of wind sculptures in this space, and whilst I support the retention of these, I don't see any need for further sculptures.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: In general, I support this proposal. However it is important to note that there is an existing shared space in this location that, whilst not perfect, it a lot safer than the majority of other commuter cycling routes in the Wellington City area. Focusing on easy-win projects that don't disrupt the status quo by removing road space for cars (including parking) may help the overall perception that the Council is investing in the provision of cycling and walking infrastructure in Wellington. However, this only further delays any advancement of better cycling infrastructure in areas separated cycleways are less palatable, though would have much better safety outcomes for all road users.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
R	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lynda Young	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I walk on this path from time to time</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Walk</p>
<p>Comments:</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure</p>
<p>Comments: It could be much improved by using weather resistant planting</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Must keep biker and walkers safe from each other

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Bikers move very quickly, don't use a bell and are a menace to walkers, please segregate us!

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonny Osborne	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Anything that makes it better for cycling gets my support

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah	Melrose	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments: I am a supporter of cycleway's however this doesn't seem like a priority route unless it enables better cycling all the way from Miramar to Kilbirnie. It would be much more useable with a bridge over the traffic to make the route more accessible. Currently there aren't many concerns with cyclists and walkers using the same path so I don't see the necessity to invest in this without making the cycleway more accessible

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments: I don't find the area easy to access - there is no obvious place to go from here.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Malcolm	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: The current path is quite narrow for multi-use purposes (walking and cycling). New path needs to cater for fast moving cyclists as well as those that are a bit slower i.e plenty of room

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dan McGuigan	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jason	Wellington Central	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: Why does there need to be parking there?

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dee	Karaka Bays	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments: I feel like it doesn't improve access from Miramar to The ASB sports centre. I saw someone get killed while they were trying to cross Cobham Drive. To walk to the ASB Centre from Miramar, no one is going to walk from Miramar right down to the controlled crossing at the lights at Evan's Bay Paradae and then back again to the ASB Centre. It's scary as being a pedestrian trying to cross Cobham Drive from Miramar to Kilbirnie.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: As long as it is still primarily ok for pedestrians.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?
No

General comments: It does do a thing for pedestrians walking and cross from Miramar to Kilbirnie
--

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris G	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: The access is an out of here is problematic for cyclists. Some drivers are not as observant and expecting fast moving bikes as others

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: About time having a time limit on these parks. Please make sure it is enforced.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Not sure
Comments: I would like to know costing. A lot of these cost a lot for minimal benefit

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: You need to add a way of getting across Cobham Drive to the ASB Center.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ray	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: It is a good route already with a wide path

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments: I do bike it with my son but not recently. Seems safe with plenty of room

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Less parking never seems a good idea. At the moment that area seems full of cars for sale. Apart from people fishing who else would use it. Interested what the demand for three hour parking is.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

Just window dressing. There are already sculptures there. Value for money?

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Why? What purpose does it serve? Again seems a waste of money

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

None of these changes actually make biking round Wellington any safer. Nothing is being done in the areas that matter- new town, hataitai, around the basin. All the options seem easy targets than the actual problem areas. There is already the path under the airport and a wide Cobham drive path which makes the route pretty safe.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Helen Chapman	Lyall Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Pedestrian and cyclist use is incompatible. Most cyclist along this route are commuters travelling at speed. Cyclists travelling at 30Km/h don't mixing well with people with small children or dogs on leashes. Wherever possible separate facilities should be used, or the road environment improved so that cyclists are able to ride on the road - this is safer than mixing with pedestrians

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments: I join the route at the Evans Bay intersection coming from Kilbirine/Lyall Bay - so I am most interested in improvements at this interesction

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Currently this area isn't well used by pedestrians it is windy and next to a high traffic road so not a desirable space for pedestrians.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I think the priority should be improving the commuter cycle facilities and if these are done well a 'slow speed' route may be necessary. However, as a cycle tourism route it may have benefits

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Please fix the traffic lights at Evan's Bay intersection. The induction loops don't pick up cyclists so people travelling across Cobham drive at Evan's Bay have to wait for a car, or use the pedestrian facilities to trigger the lights. When heading towards town this means crossing to the wrong side of the road to hit the pedestrian button to change the lights.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Claire Reddish	Paparangi	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Will families on kick scooters be able to go on either path?

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: i don't understand why you are proposing to reduce the number of car parks here, and claim it makes it more accessible?

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: I love the wind sculptures, and would like to see more planting here. It is dissapointing that the current wind sculptures are often not working, and that the wind socks sculpture has been missing for a long time. I've always thought that the sculpture that lights up more rings as the wind increases should be adjusted so that only the very strongest winds light up the red ring at the top - it would make it much more meaningful :)

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
R Jones	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I walk along Cobham Drive at least once a week from Newtown to Miramar. I don't like the shared bike and pedestrian arrangement. A separate flat, well graded walkway is required for pedestrians. It's also difficult when walking with another person - so the new path needs to be able to accommodate at least 2 people walking together. the current walk/cycle way has vegetation growing over the path and this makes it difficult for walkers. Better maintenance of the flora is required. At the moment there are some very hearty weeds including gorse bushes in the area by the cube sculpture</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Walk</p>
<p>Comments: See above comments. I don't like walking on the "track" that's there at present because it's not in good condition and doesn't provide firm footing. I am unhappy with sharing the current path with cyclists because they don't give any warning that they are approaching.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments: I want to make sure that any parking is safe for pedestrians. It seems that walkers don't get much attention these days!</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments:</p>

This is a very busy area of the road, and traffic is generally travelling at a reasonable speed, as it's a 70km/hr area. Changes will need to be thought through carefully in light of increasing the number of cars pulling out into traffic in this area

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I love the current sculptures. I hope that you are not intending that the path on the edge by the sea is the new pedestrian walkway - we need a good, level, safe walkway in addition to tracks for people who choose to/are able to walk on undulating ground.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I don't have much idea of what you are referring to. However I would reiterate that pedestrians need a fair go with the changes you are considering

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Provided pedestrians can have a safe walk too!

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sandra Edlin	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: This is a good proposal but what is really needed is a cycling/running/walking path around Shelly Bay to Scorching Bay.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Run
Comments: I feel safe running along Cobham Drive, but running around Shelly Bay I don't always feel safe.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: As already stated a cycle/running path around Shelly Bay is needed more than any changes to Cobham Drive
--

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Lowe	Mount Victoria	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments:</p> <ol style="list-style-type: none"> 1. The design doesn't address how to cross Cobham drive. Future allowance for a pedestrian cycle overpass should be considered/ planned in anticipation of this. 2. One of the guiding principles of WCC's Urban Growth Plan is to protect the City's natural setting and reduce the environmental impacts of development and transport. However, the proposed design gives no indication of Water sensitive urban design / ecological renewal. The site mediates heavy roading activity with the waters edge, thus it is imperative that any infrastructure intervention improves the environmental outcome of the coastal ecology. Money should be invested into ecologically functional aspects of the design (i.e rain gardens that filter heavy metals in stormwater runoff from Cobham drive) rather than aesthetic sculptures and 'art wall' elements, which can come at a later date. 3. Considering the range of cyclists and abilities using the path (children to lycra) the cycle path width should allow at least 3 bikes side by side. According to Austroads Guide to Road Design Part 6A for Pedestrian and Cycle paths, a 3m width is the desirable width for a path where high speeds ~35km/hr are possible. However it's important to recognise the aspirations of this cycle route is also for recreational cyclists, not just commuting cyclists. Recreational cyclists with children need / want to ride side by side, therefore the lane width needs to allow for both these user groups to function together. Note an allowance for extra maneuverability room is important given the sites exposure to cross wind. 4. The design does not address Shelly bay road intersection. This is a significant threshold point signaling the start of the 'slower' Shelly bay coastal edge road. Pedestrian and cyclists on Cobham Drive should be given priority at this intersection. Why not extend the Cobham drive footpath over Shelly Bay road with a raised table pedestrian crossing? Furthermore, the design does not provide a safe way for cyclists continuing on to Miramar to merge with on road traffic.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Run</p>
<p>Comments:</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>

Comments:

But.. the cycle path should pass seaside of the parking (like the footpath) to avoid the driveway crossing intersection with vehicles. Subsequently the parking area could be moved closer to the kerb giving more space to the seaward side.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

Where is the water sensitive urban design? Good urban design puts ecology first. Spend money on elements that will improve the quality of the harbour and surrounding ecology. Sculptures and art come second to this.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Welly Ton	Wellington Central	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: Just need to tidy it up, make the paths a bit wider and put in an overbridge. Don't overthink it.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments: No but I drive on Cobham Drive from time to time.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: I don't park around that area

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: Leave it alone, this isn't an issue.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Don't know the detail, until you share it I cannot say. Is that your plan?

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

No need

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

You need to do more work on taking on board the public feedback. Currently you put out half a plan for feedback and ignore public comments, so stuff it up eg Island Bay..... How about a total transport solution, like what are you doing to open up transport to the airport, Oh nothing unless you want to bike.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike H	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: The proposal benefits walkers and joggers who will not have to worry about cyclists, some of whom on e-bikes are travelling quickly with significant mass.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike Run
Comments: Cyclists will be free to travel faster

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Marsh	Other	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: What is being done in terms of water sensitive urban design? There is a huge rainwater run-off catchment from Cobham drive that can surely be managed through the upgrade as opposed to being discharged directly into Evans Bay.</p> <p>Can the cycle way not run on the seaward side of the carpark at the eastern end of Cobham drive to reduce any potential conflict with vehicles?</p> <p>There are green areas for cyclists shown at the lights at the western end of Cobham drive but no bike lanes leading up to them. Surely a traditional bike lane integrated with the traffic heading west would be well used by road cyclists and commuters coming from Rongotai and Kilbirnie.</p> <p>The eastern end terminates very abruptly. How do West travelling users easily join the cycle way? East travelling users appear to be spat back into the traffic, can this not be designed so cyclists are fed back into the road traffic in a seamless safer way?</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Run</p>
<p>Comments:</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?</p>

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

It's not necessarily a place you would want to stop regularly, it is so exposed. Some seating would be good however a lot of money is being spent on sculpture and hard landscaping that I feel could spent on managing storm water runoff or enhancing the linkages and connections that adjoin the cycle way.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Cooper	Miramar		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Cycle it regularly myself and with groups of junior cyclists learning to ride

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: It needs to be made a lot safer to enter and exit for vehicles and to be able to see cyclists coming

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments: Could be useful for new riders and young kids learning

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: Think its a great idea to upgrade the shared pathway however would much rather see the 4 million spent widening and making the road around Miramar peninsula, infact all the way to Island Bay much safer for cyclists, pedestrians and vehicles. The current Cobham drive shared pathway works okay so I feel the roading around the bays is a much higher priority and is used by so many people everyday.
--

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Court	Seatoun	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I support. Design should seek to maintain and enhance shelter from prevailing northerly along the route.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Landscaping should enhance maintain shelter from prevailing northerly

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dan A	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I support it, and think that separated paths for bikes and pedestrians are a good idea. But I think there are probably higher value areas in Wellington City to spend the cycling path money on.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Currently cycling along the shared path is ok. Not that much traffic on it. Crossing is always a nightmare though if you want to cross near the roundabouts.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: Doesn't seem like a great place to park/spend time but maybe that's because I never have.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: This area could definitely be made nicer, reducing the number of car parks/concrete should help with that.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Not sure
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: Looks really nice, but just wish cycling improvements were happening faster in the city.
--

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Raissa	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I think this is a very good idea and will make the path more enjoyable for both pedestrians and cyclists.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Walk Bike</p>
<p>Comments: I use the path as both a cyclists and a walker.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments: I have no strong feelings either way.</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure</p>
<p>Comments: I don't really care to be honest.</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

This sounds great! I really enjoy the sculptures along the path, but it is not particularly pleasant on a windy and/or rainy day!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Yes please! Whenever I cycle around the Miramar peninsula I do so from Cobham Drive going anti-clockwise around the peninsula to ensure I am staying close to the sea at all times.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I can't wait for this to be finished and really look forward to the changes. I hope the path will be accessible whilst the changes are underway.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: This will make it far more friendly for young riders, like my little ones

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments: Given the bendy corners and scrub it can be pretty harrowing using this strip. There's always a random person weaving around or someone flying at you in the ther direction.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: It's a nightmare entering and exiting this spot, the more you can do the better. I can't understand why you're not panning to improve more of the entry/exit to this strip for bikes. This parking lot for junk cars is awful.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Council seems reluctant to prune back growth currently leading to pets where the pathway narrows significantly, I hope more development takes this into consideration

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

This is a messy bit, the more paths the better!

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

It's fantastic to see this development!

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Eric Jacolin	Karaka Bays	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: Hi, I cycle to work every day from Miramar using the Cobham Drive pathway. It works well enough as it is, it is quite wide and there is little cycling and walking traffic. I believe that this money would be better spent on developing other biking paths. For example on Moxham Avenue, where bus drivers drive at crazy speeds and are a real danger to cyclists.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout?
Comments: Does anybody really care about this?

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Also, does anyone care?

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: This is one of the nicest walks in the city.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments: Same. The existing path works well and is very scenic. Invest where it is really needed.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Victoria	Roseneath	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I only agree for there to be separate cycle and walk way. As i ride at speed i use the road for safety. Cycle ways need to be clear from debris and need to be well maintained. As a road cyclist i often use the road instead of cycle ways and shared ways as it is too dangerous</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Bike Run</p>
<p>Comments: I only use the shared way heading into town from miramar. Heading to miramar i use the road, as riding at speed it is too dangerous on a shared path</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments: I havent noticed cars parking on the footpath. Dont really have an opinion about the off street parking</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Comments: I dont feel this would make a difference at all because the majority of the cars parked there are for sale and stay there for weeks at a time</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

The current wind sculptures have been left a bit in disrepair. The wind light is great and i think it really make it nice to see

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It is important but not a shared path way.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

No shared pathways. They are dangerous and serious road cyclists won't use them.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ariana	Lyllall Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: There's no crossing along Cobham Drive, it would be great if I could cross the road safely

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: A shared path would be great, it's scary biking on the road as drivers don't look for cyclists when they open their doors

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Safe crossing areas!!!

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
john	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: ffs keep the unrestricted car selling parking same as keep parking on miramar ave. there is hardly any as it is. obviously another scheme dreamed up by bureaucrats on salaries that have never tried to run a business or needed to park in the area

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: leave it as it is

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy McKenzie	Maupuia	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I generally cycle it, but quite like going along the footpath part nearest the sea on occasion, as it puts you right next to the sea instead of the traffic (i.e. it's fun)

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Sort of don't want to kick out the cars for sale. But at the same time trying to get a park for the "chicken" truck is difficult (I hope they stay there)

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Heck yeah! Do it!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: Yes, I take this as my route most times when I'm cycling.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Aaron	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: Great to have pedestrians and cyclists separated. This should be the aim for all cycleway projects to minimise conflict and keep everyones ride/walk smooth</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Bike</p>
<p>Comments: It was very narrow for 2 modes of transport going in both directions - cycling and walking. Dangerous unless cycling very slowly at times</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments: Why not just get rid of it. This is a highway after all</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure</p>
<p>Comments: Why not get rid of all this parking and make the boulevard wider to better cater for the pedestrians and cyclists. MOST of these cars currently have for sale signs in the windows, so who would even use them once they have a P180 limit.</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Great! The more attractive the better - both for users and onlookers.

To improve the urban design further, please raise the priority of the bridge/underpass across Cobham Drive at the ASB sports centre. This is a very important connection to make, and would be the key piece of infrastructure to sway me to get off the road with my bike and use this cycleway

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

The more routes where cyclists are allowed the better, however the proposed shared path along between Evans Bay and Oriental Bay I believe is a mistake. Would be better for everyone to continue the innovative design style around through to Oriental Bay.

At least as a shared path a line of paint to separate cyclists and pedestrians would be an improvement to lessen conflict and injury, otherwise most cyclists will just use the road

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Awesome!! Just need the connection through to the sports centre ASAP. The high cost will be worth it for the value it will add to the area, both in terms of connectivity and as a design statement

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Barry Tipping	Kilbirnie		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: I both walk and bike along there. Firstly it is not necessary. I can walk the length of that strip and will encounter only one or two bikes on the shared footpath. Secondly, the proposed pedestrian path is too close to the shoreline because of spray when a northly is blowing.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments: See my comments above.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? No
Comments: The weather is too wild here, leave it alone but minimize the vegetation so cyclists and other hazards can be seen.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments: I bike through there now recreationally. There is so much going on what with camper vans, boaties and yachts setting out for races, a dedicated bike lane would be nice but could also be yet another hazard.

Overall, do you support the proposed changes on Cobham Drive? No
General comments: See above.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patricia Cederwall	Miramar		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?
If you have travelled along the existing shared path recently, did you:
Comments: I walk with my dog along the rough rocky path or run along the footpath. I

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?
Do you support these changes to the off-street parking area near the Troy Street roundabout?
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: Whenever there are dolphins in the bay lots of people stop - - what purpose is there to take away 10 parks.It would be better to just make it maximum of 1 day parking to combat it being used for selling cars

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Don't spend money on expensive wind sculptures but tidy up the rough concrete blocks . When this reclamation was done it was supposed to be made back into a swimable beach. this would look good and be useful . currently there is one area used by waterskiers

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments: Use the chance to beautify the beach front on Cobbam Drive as well as making a boardwalk/pathway rather than wasting money on more wind sculpture. Make a new beach along this area accessible from Evans Bay Marina
--

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tama Whiting	Miramar	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: Where is design mitigation for bank erosion and any water sensitive urban design? There is also no indication of any sort of crossing point for people wanting to cross Cobram drive.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Bike</p>
<p>Comments: Use the existing shared cycleway. The most problemed points are at Shelly bay road and the zephyr meter.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>
<p>Comments: Provide rubbish bins as lots of people litter around that area. Preferably two.</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments: Should have a sufficient space to include Swales in this area. This is the main entrance sequence for Miramar so should have some more softscaping on arrival.</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

The design does not specify the use of plants or formations. There had been no attempt at water sensitive urban design or any mitigation of water runoff or sea erosion.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Money could be spent elsewhere

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas O'Flaherty	Aro Valley	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Please make sure that the new cycleway is lit up well at night time. This is incredibly important to making the area feel safe and usable. This stands for the footpath as well. Night time lighting will really enhance the area.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Lots of walkers on the shared path; preferable currently to ride on the shoulder of the road. Very dangerous with that carpark that is halfway down. Have been cut off and almost badly hurt by SUVs pulling out of there a couple of times. I always feel nervous coming up to that section as they often don't even look for cyclists and assume that they have the right of way.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments: This off street carpark should not exist. It just shouldn't be there. It is used by hardly anyone. The people that do use it look to be fit and capable of walking through the zones from the street parking to get there. The green space is at a premium and it has been prioritised for a carpark. The carpark presents a MAJOR risk to cyclists who will no longer feel safe. This is an arterial commute used by hundreds of cyclists who will now have to slow and feel vulnerable twice a day every single working day they choose to commute by bike. This is the Achilles heel of the entire project. I know that this has been put in as it is difficult to take something away that has an existing (though microscopic) existing use. But I strongly encourage the council to be brave here. This is not needed and will detract from the amenity of the area. Another point is that this project is funded with money for cycling projects, not the development of car parks. I do not think that central government would appreciate their money being wasted encouraging a form of transport that everyone agrees needs to be discouraged and limited as much as possible.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Lots of cars parked for long periods of time. This is where the car parks should be. This is plenty close to the amenity of the park. People come here to walk not to sit down beside their cars, or in their cars for that matter. People should be encouraged to exercise. A sedentary lifestyle has enormous costs to individuals and society and is actively being encouraged and promoted by the decision to leave the car park in the middle. This is the only spot where there should be cars.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I love it. Though there is nothing pretty about a car park right bang smack in the middle of it all. A pointless waste-of-space eyesore. Get rid of it, please.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

I agree, but don't think cars should be allowed there. Again, we should be trying to encourage active forms of transport. As soon as you open something up to cars the cars ruin it for all other road users. We need to provide perks to encourage cycling, one of the goals of Wellington in the next few years.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Good changes. Long term will need pedestrian access over Cobham Drive itself. The speed limit on the drive should be lowered to 50kmph. And the carpark needs to go as an absolute bottom line. Jeopardising an entire project to appease a TINY number of people. It is the one thing in the plan that sticks out like a sore thumb and makes no sense whatsoever. It challenges the safety of the cyclist and sends the message that they are not being prioritised as a group. The ONE part of the city that is especially built for them needs to cater to a tiny minority that want to drive their cars there.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jon Blackshaw	Other	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments: I wanted to comment that I'd like to see a safe cycleway between Tawa and Johnsonville [Glenside]. I drive my car there daily and the cyclists are currently in grave danger of being accidentally hit - and a friend of mine was hit there 5 years ago and suffered irripairable brain damage - this is because there is not enough space for them currently - I think they need their own lane. cheers

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: ks

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: I think the people in that locality should have the best opinion about what works there.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Not sure
General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Libby Grant	Wellington Central	as an individual	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Great idea to have separate walking and bike paths. These safe and separate paths need to be linked to a wider network of safe separate paths to encourage people to get out of their cars, and walk or cycle to work or play. This will also be a great attraction for tourists. Please read the Public Health Expert blog by Prof Alistair Woodward on why people find bikes scary. It is all about perceived safety. https://blogs.otago.ac.nz/pubhealthexpert/2017/03/14/why-do-so-many-fear-the-bicycle/

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: There are so many reasons why developing separate safe networks of bike and cycle paths are a good idea: environment - cleaner air, less pollution; exercise - we are facing an obesity epidemic and our kids are fat; mental health - there is so much research showing that getting out and about in our beautiful natural environments is good for our mental health and more.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments: Why do we need off-street parking? It is bizarre that you are considering parking for cars when you are not proving safe ways that pedestrians and cyclists can safely cross busy and dangerous Cobham Drive. Step out of the car-dominant mindset: "Every city should have a law: pedestrians first" to quote Gil Penalosa, the Columbian urbanist who spoke here last year at an event sponsored by your council.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
--

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Comments:

See above.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We want a beautiful city which enhances our already beautiful environment. Beauty is good for us; it makes us feel good and it attracts visitors to our city. Good design which puts people, not cars, first is essential and must be embedded in all urban developments.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It is well known that people will use bikes to commute if there are networks of paths. We need an integrated network of bike and pedestrian oaths throughout the whole city so that people can move safely and smoothly through our city. Get rid of the cars: marginalise them and not bikes and pedestrians.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

It is excellent that the council is developing these separate safe paths for cyclists and pedestrians but the council must go further and have a bold vision to make Wellington one of the most cycle and pedestrian friendly cities in the world. It is the way of the future, embrace it and go for it. Cars, and our car-dominated mindset is the past, let's remake our beautiful city on a human scale, and not for road-hogging metal objects which pollute our air and water and make us sick and fat.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jon Bogacki	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I attended the open discussion forum at the ASB centre to look at the plans and talk to the council officers. I love the design - the creation of new pedestrian spaces and separation of pedestrians, cycles and traffic is a fantastic idea. I love it.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Not sure about removing existing car-parks. That area is popular with fisherman, walkers, etc, who like to park up and stay in place for a while.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I love the designs that I have seen.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Although, I can see this route being used by runners and walkers more than cyclists. I tend to ride on the road, so probably wouldn't use the path. But I support the idea of creating it!

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Very exciting, can't wait to see work begin.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steven Peters	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: The vegetation needs management here to stop the flax bushes growing into the bike or walking path

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I ride into town and back again everyday along Cobham drive from north miramar

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: support, as it will help with sightlines of bikers getting back onto the road before the terrible shelly bay road intersection

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments: I guess true holiday makers may like this, but I would guess most just want easiest way to get where they are going

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Be great to have the total solution and a implementation plan sorted for getting commuters into town via Hataitai\mt vic tunnel & up over mt Victoria as well as the senic\slow route round the bays. we need the end solution now too not in 5 years.. Be great to sort the shelly Bay road intersection out as that's a hotspot that im sure you are aware of

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joel Miller	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Looks to be a good improvement to the current shared path. Important that cyclists can easily get past pedestrians at speed, and the separated walking and cycling paths will achieve this safely. Would hope that there will be walking and cycling access from the path to Kilbirnie near the Troy Street roundabout.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: If there is demand, then I have no problem with this as long as vehicles have good visibility of the cycleway and are required to give way to cyclists. Safety first.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Looks to be a good compromise to achieve the separation of cyclists and pedestrians along here.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

The image on the project page looks attractive.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Most important thing is to have a safe protected bike path that is separated from both cars and pedestrians. Slower shared paths for recreation in addition to the main separated path for transportation are appreciated but less important.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Looks to be a good improvement to the current shared path. Important that cyclists can easily and safely get past pedestrians at speed, and the separated walking and cycling paths will achieve this. Would hope that there will be walking and cycling access from the path to Kilbirnie near the Troy Street roundabout.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair	Aro Valley	as an individual	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Apart from its functional value, this is an opportunity to create an iconic cycling/walking path to rival Auckland's lightpath and Taranaki's Te Rewarewa bridge

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: A number of pinch points where passing oncoming runners, cyclists, etc is tricky. Debris on shore is uninspiring - replace by sand as at Oriental Bay? :-)

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments: Please explore ways to provide parking that doesn't involve vehicles crossing the cycling and walking paths

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Is any parking necessary here?

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Perhaps include some wind protection features

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

consider providing parking at Evans Bay for families that wish to walk/cycle along the cobham drive pathway

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

come up with a good name for this section of Great Harbour Way/ Te Aranui o Poneke.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joanna Mason	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: This sounds like a great initiative. I support more bike infrastructure in Wellington. It would be good to also add a safe crossing across Cobham drive. I'm also concerned about the car park that crosses the bike way

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Keriata Stuart	Northland	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Absolutely support this. Plus it sets a precedent for lots more separated paths.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments: On different days, I may walk, run (slowly) or bike - Cobham Drive is dangerous for all but speed cyclists so I always use the path. But it makes me nervous as the current space is not wide enough for a cycle and a pushchair to pass safely, and some cyclists go irresponsibly fast.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Really endorse keeping/enhancing the raw, wild feeling of the space - but with some windbreaking planting?

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

As a slow cyclist, totally. Altho some enforcement might be needed.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

He mahi pai rawa.

**Cobham drive consultation - walking and biking improvements
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Neil Walbran	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Also adding a safe way to cross Cobham Drive would be high on my priority list

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Only used it to pull in briefly. Would be good if this was still an option

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Generally supportive of increased cycle accessibility

Cobham drive consultation - walking and biking improvements
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
R Petherick	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Whilst it is great to have a shared pathway in place now, there is opportunity to make this a far more user friendly space for all users, especially with the increase in cycle commuters to and from town, as well as tourists on e-bikes heading out to visit the film industry attractions on the Miramar peninsula

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: On days when it is not hideously windy, I use is as part of my cycle commute route from Strathmore to the Central City.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: The parking restrictions introduced a year or so back have never been enforced, and so current situation of cars for sale parked in that area for long periods makes the current restrictions a joke.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

More planting to help break the wind especially between Troy St and Calabar Road would be great.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Would be a good alternative away from the main road/cycleway for families with children on bikes and tourists.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Intrigued as to why the current Wellington Road/Evans Bay Parade intersection has free turn lanes, with pedestrian islands, yet these are not linked to the main footpaths with any pedestrian crossings. The 2 free turn lanes at the adjacent intersection of Wellington Road/Kilbirnie Cres do have crossings!

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
K Foran	Te Aro	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Ensure that biking path is wide enough for bikers to safely pass each other.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: It is a good extension of the City/ Evans Bay bike lanes with Miramar cafes providing a suitable destination

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Absolutely- this could be a showcase for the entrance to the city as well for people coming from the airport- currently looks a bit tatty. Would hope that traffic islands along Cobham Road will also get a tart up.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: This would enhance a recreational ride.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: A great opportunity to make a showcase for the city and arriving visitors as well as making a destination recreational cycling route as well as enhancing a commuter route for day to day cyclists.

**Cobham drive consultation - walking and biking improvements
Submission**

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sheila Hart	South Gate	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: There needs to be a crossing point to access the airport

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments: Its too narrow, i worry that I will get knocked into the road by an oncoming bike if they don't keep to their far left. And at the end no easy entry onto the road. If I am heading to Miramar, i use the road, and only use the cycle way back into town to avoid going around the eastern end round about

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Good to move the parking to a different area.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

You need to make it attractive, and then people will cycle it just for the purpose of cycling in a nice area rather than just a commute. If its nice, with good space, it will encourage people off the road.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Its a feature of the area and nice to cycle by the sea.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I really think there needs to be a better means to cross the road, once you go east of the lights at cobham and evans bay, there is not a single crossing point and people end up running across the road. I tried walking to the airport from Newtown and was amazed (this was before I knew about the tunnel under the runway, but this is not clearly signposted).

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Liz Jackson	Karaka Bays	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I think that the north side is the best side for the path, and having separate paths for cyclists and pedestrians will make a huge difference. I think it's the ideal solution for Cobham Drive. You'll just need to sort out smooth and safe exit and entry to both ends of the path.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I used the existing shared walking and biking path for my pre-7AM cycle commute (this was over a year ago before I went on maternity leave). I only used it to go from Miramar to Evans Bay, however, as the exit from the shared path from Cobham Drive to Miramar Ave. currently isn't as good as just using the shoulder of the road.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: I don't see these used that often so don't see it as a common hazard for pedestrians or cyclists. So long as it's well signed, and so long as there is plenty of visibility for cars pulling out of the parking area, it should be fine.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

Not sure what the benefit would be to reducing the number of parking spots. That area is well used for people looking to sell cars, and it's never posed a problem for me as a cyclist. I'd be interested in learning where you planning to remove the parking spots.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Definitely! Just so long as people looking at the sculptures don't hang out on the cycling path.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I'm not sure that it's important, but it's a nice idea. As a cyclist I never cut through the Marina, but always took the road.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I'm really curious about the many comments I see from people (in The Wellingtonian, etc.) about the need for a pedestrian overbridge. I definitely do see the odd pedestrian trying to cross Cobham Drive, but not that often. I think that if there were a safe crossing near the Calabar Rd. roundabout that should be sufficient, as then there'd be pathways on both sides of the highway, and easy crossings at either end of the road.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Diana	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Great idea

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?
Yes

Comments:
Please can you put the wind funnel things back! They're great! Love the art around the harbour

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?
Yes

Comments:
Great for kids and families, so good to have separate from bike path which would be used by faster cyclists

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments:
Still keen to see a proposal for a crossing developed from cobham drive directly to asb arena. Please don't make it complicated like the previous suggestion which saw you having to navigate that roundabout. Kids need to be able to get from Miramar/cobham drive directly to asb. Love the other proposals - please keep including great art!

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brittany	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Much needed.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments: The main issue is getting over there via the big roundabout via Calabar Rd, as we come from Strathmore.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Ensure there is a disabled/access car park.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Comments:

Some wind and sun shelter spots would be good. Also a drinking fountain, for humans and dogs.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

These changes are great but will not meet their full potential until the connections to them from Miramar, Strathmore and Kilbirnie are made as slick and easy as possible. Underground tunnels are best for cyclists, pushchairs, wheelchairs etc. Also need to recognise that they will encourage more cycle commuting and so must be big enough and 'future proofed' to accommodate such increases. The corresponding benefits to reduction of the ridiculous amount of cars trying to drive into the city every morning will be massive. The next step will be to add a light rail along the oceanside of Cobham Drive... then you will have a truly world class commuting route, recreational area and tourist attraction.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Iain Southall	Seatoun	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

The current path is a little sparse and a bit confusing for cyclists and walkers so anything we can do to reduce confusion is welcome. I also like the look of the concept drawings to freshen up and tidy up the route. I don't have strong views either way on the proposals for the Evans Bay marina part. For your info i cycle from Seatoun to the CBD most days.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dirk	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Regular cyclist commuter to CBD using Cobham Drive

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: It should not be used as a car sales yard

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Anything to improve the current poor design being used

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Better lighting down Cobham Drive so cyclists and pedestrians can be seen better. Maybe have street as well as cycle way lit up for better safety for all.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Klein	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: This area is the worst of the current pathway - cars parking, or moving along the road, onto the curb by the wharf, heading to food caravans on the corner of Shelley Bay Rd. Motorists often seem oblivious to shared pathway users!

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

It's a lovely, scenic space already, and the proposed changes look likely to enhance this

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

This sounds nice, though I don't see it as essential

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bob	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments: I'd like to see runners being considered for the cycleway. So we can leave walkers in peace especially when running fast.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

If I can run away from walkers and share the cycle path for running. I'd be all for it.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Anderson	Mount Cook	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: This is important as part of a wider citywide cycling program.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Walk Run</p>
<p>Comments: The path is good at the moment, but if more people are using the pathway it would not be wide enough to handle the foot/ cycling traffic. Separate cycling and walkways should be built.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments: Are these parks even utilised?</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: It'll be good to encourage more casual riders and family groups.

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah	South Gate	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: This is very good especially the corner at Evans bay parade. Still does not address the separation from Kilbirnie and in particular the ASB sports centre.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments: If it was shared this could cause conflicts due to people not being clear who has right of way

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Will	Mount Cook	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Sometimes cyclists travel at "road speed" on the shared pathway, which is super dangerous.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Run
Comments: It's a common running route for me (I prefer to gravel to the tarmac)

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: That seems safer. You would really need to enforce the P180 limit though, otherwise people will abuse it. That could also require a separate "council vehicles" park for the wardens (and any council maintenance workers)

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: It seems to have become a bit of a car yard. Most of the cars there seem to be semi-permanently parked there awaiting sale, rather than people using the area.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

The Meridian sculpture walkway looks a bit tired/broken. There's also a fair bit of coastal erosion. Anything to tidy that natural space and artwork up would be great

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

There's so much going on in the marina (recreational boating, fishing, campervans, etc) that it's dangerous to have people cycling through there

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Great ideas. Can you please also try to get recreational cyclists familiar with basic road rules. I've noticed eBike tours are especially bad at this.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike	Lyall Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Not sure
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Who is likely to use these parks and is their currently use causing issues?

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Clearly it's often among visitors first view of Wellington. The current sculptures are good and recognise the uniqueness of Wellington

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

I see this as improving safety

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

There needs to be a connection (overbridge close to the ASB centre) this would provide a true Eastern Suburbs connection - provide safety for those accessing the ASB, Lyall Bay amenities (including the retail park) and ultimately put less emphasis on the need for vehicle use to commute a relatively short distance.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fred Albert	Roseneath	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I always prefer separate lanes for bikes and pedestrians.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? No</p>
<p>If you have travelled along the existing shared path recently, did you:</p>
<p>Comments: I have not used this walkway lately.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>
<p>Comments: no comment</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments: no comment</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

It is a good place for wind sculptures.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Shared paths for pedestrians and bikes is not a good idea.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

no

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Geoffry Sams	Wadestown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Bloody brilliant idea

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I bike along that path to get from the city to the peninsula all the time. It's a bit dodge at the moment given how narrow it is.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Not sure
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: Don't use it, I'm indifferent.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Don't use it, I'm indifferent

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

It could use a bit of a spruce up

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Not every is a speed cyclist like me. Best to keep scenic cyclists separate

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Great idea, can't wait to see it :)

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I have cycled along Cobham drive for several years and I think the proposal of a separate cycleway and footpath is essential for encouraging more and more people to access the city by bicycle. Currently the pathway is so narrow that I use the road emergency strip for cycling east in order to avoid friction with other pathway users. A separate and wide cycleway will avoid this.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Walk Bike</p>
<p>Comments:</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments:</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Seatoun	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Keeping bikes away from a 70 km speed road is wise , currently very few people walk this track ; it is very windy & exposed

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**As before keep the bikes well away from the cars on SH1
Long term it needs an overbridge to the ASB area**

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
A Dunstan	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments: Better used for seating and extra trees/park area. Those needing to access via car can use Evans bay marina

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Could be more innovative and fun. Make it iconic like Auckland's lightpath

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It does feel pretty dangerous right beside road and is narrow.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Make it more iconic, include lighting for night time users, add better barriers to road and windbreaks

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ingo Schommer	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jos Kunnen	Kelburn	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Need to ensure the cycle path is kept well clear of obstacles, including street furniture, tree branches etc.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I support the establishment of better cycling and walking infrastructure in general. This seems a useful project to allow better flow and safety on a busy route.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Phillip Barker	Melrose	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments: I support that a new path is highly useful for connectivity to Miramar. However this proposal will be severely limited without connectivity to Lyall Bay/ South Coast road, ASB sport centre, Kilbernie and Constable Street to access Newtown. This proposal is severely cut off by Cobham drive for shorter distance uses for local transport needs. As a local cyclist the Airport underpass could also be utilised for access to Miramar but that ends up in busy local roads.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I do not frequently use the Cobham drive route because as a Kilbernie resident I have no safe crossing except at the lights by Kilbernie park. When I have used this route it is when I am recreationally cycling the whole South Coast road, minimising crossings.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

The aesthetics of these coastal sites like this feel definitive of Wellington and should be further enhanced for local and tourist interest. The urban design around Evans Bay waterfront has also added to this making the area much more user friendly.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

I think recreational riders most highly value the interest of the coastal area, however there could be great risk if vehicles with boat trailers and campervans are unconscious to their size and the hazard they pose.

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

Without protected cycle connectivity through at least Kilbernie to Lyall Bay and a marked on road cycleway to Newtown there will be no meaningful improvement to connectivity with Miramar.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt	Tawa	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: This is an improvement but it's a shame there are no crossings to the other side of the road planned. There has been a death and a large number of people cross this fast and dangerous road every day but the council is ignoring this.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: It was a pain because we needed to cross the road but there was no option to.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

The money would be better spent providing at least one crossing

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

It should incorporate a crossing or bridge near the ASB sports centre for to make access to Kilbirnie and the sports centre safe and convenient. There's no point having an upgraded biking/walking path if access to it along Cobham drive is restricted and people have to risk their own safety to access it.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christian Williams	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I bike this route regularly. I use the shared path, but it isn't as fast as the road, which means many cyclists use that. I know pedestrians also feel uncomfortable with bikes rushing past, so good to separate them out!

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Have walked once or twice too I think

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I would like to see the design before having an opinion - could be nice, but also risks getting commuters going through at higher speeds if the alternative route isn't more preferable

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Sounds like a good plan, and especially if it can link up to an overbridge over Cobham Drive to link towards Airport and Rongotai/Lyall Bay, retail park etc. Please do it!

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ashley Peters	Miramar	WORD- Wellington Off-road Riding Department	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Sounds great!

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments: yes. I bike along this path most days.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Comments: The cars parked make it challenging to enter and exit the shared use path

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

This shared path will be used by locals, but will also be a key feature/asset for tourists out exploring.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

**Depends on the situation: Recreational riders will love this as it is scenic and feels safer away from cars.
Commuting- usually the quickest way into town will be the preferred option**

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I would love to see 3 major ways for people to get into town:

- 1. via Hataitai\mt vic tunnel**
- 2. Up over mt Victoria (off road)**
- 3. Scenic around the bays**

The major issue for people traveling to/from Mirarmar is the Shelly Bay road intersection. It is a major accident waiting to happen...it is tricky to navigate, hard for cars to see riders and not very inviting for new riders to get on to the lovely Cobham drive shared path.

I would love to see a bridge of some sorts...an icon worth traveling to and great for locals.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Russel G	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Awesome, great that there is a path there at the moment, but it is starting to get busy with different types of traffic. And when it rains, the bit by the roundabout near the ASB centre turns into a lake. Be great to sort that out.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I bike along here most days, normally commuting to and from work, but also in the weekend for recreation to get from my house to the likes of Mt Vic and Polhill to go for a MTB ride.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: Is this the harbour side parking area?

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: This area has become a defacto 2ND car yard. People milling around these cars become a hazard for riders, motor vehicles and other path users.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Great. This is the entrance to our city. It should look attractive.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Sounds great. It would be an excellent area for kids to develop confidence on bikes.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Great to see effort going into making this area safer for all users and more attractive. Would be great to see some effort going into the Shelly Bay Rd / Cobham Dr / Miramar Ave area. This is a black spot for walkers, runners and cyclists trying to use the shared path to get to and from Miramar.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben Wilde	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: This is an important project that will make the area so much more usable and liveable. Well done WCC!</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Bike</p>
<p>Comments: I regularly use the path to bike to town or to Mt Victoria</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? Yes</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes</p>
<p>Comments: It is a great idea to manage parking better in the area.</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments: This area has become a free showing space for cars. It stops legitimate users wanting to park in the area for short periods of time from using it and reduces the visibility of pedestrians and cyclists using the area. I fully support a 180 minute limit. It needs to be enforced though!</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Great idea, what is there is a good start. More plantings to shelter walkers / runners / cyclists would be good.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

This would be great for kids learning to ride, other less confident riders and tourists. Fully support this.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Great to see some progress. This is an area that has heavy use and can be significantly improved. Drainage also an issue at the low point on the Troy Street roundabout on the cycleway. Needs to be addressed.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Wallace	Strathmore Park		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dazza	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Trimming of plants over hanging foot paths.

Cobham drive consultation - walking and biking improvements
Submission

100

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
j thorsen	Maupuia		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

101

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fraser Wilkinson	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I bike along this path several times per week. While I support the changes, I have to say that I've never had any real issues with passing other users. It would certainly be nice though, and ease any potential issues, but I'm afraid that the proposal doesn't address my main concern in this area, which is the lack of a safe crossing anywhere along Cobham drive - this is really needed.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

It's not anything I've ever wished for - it might be nice, but it's not important to me.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

As above, I think it's essential to provide at least one, if not two safe crossings over Cobham Drive. I imagine that these would be bridges, which could really support the 'story' along Cobham drive with the sculptures, views, and welcoming feel surrounding the airport.

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nessa	Strathmore Park	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: The Miramar cutting road crossover is deadly dangerous

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

The Miramar cutting road crossover is deadly dangerous, suggest cyclists exiting at roundabout beforehand and crossing in front of rental car depot.

Cobham drive consultation - walking and biking improvements
Submission

103

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dan Henry	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: A brilliant idea and much needed.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments: I regularly use this route for cycle-commuting to the CBD.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: to be honest I didn't know there was a car park area here.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: It's basically an area for cars "for sale" anyway - a reduction of 10 spaces can't hurt.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

It has the potential to be a drawcard and a featured walk, as opposed to a thoroughfare only.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Shared with cars? Presuming marina traffic only.. rather than a through route for cars. Good to provide a sea-ward route - greater potential for tourism etc.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

It seems best 'bang for buck' in the cycleway initiative. I'm all for it.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bronya Baker	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Projected increased cycle traffic will need separation from walkers

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: It's just a used car sale area anyway

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Keeping cars and cyclists apart is a great plan

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

A pedestrian/cycle over bridge from kilbirne to Miramar is needed. As a walker or cyclist, safe crossing areas are very far away.

**Cobham drive consultation - walking and biking improvements
Submission**

105

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pauline Moran	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Not sure
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

106

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cameron Cole	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Not sure

Comments:

Its not a bad idea. I am unsure on the traffic this path already gets but I assume it is quite high (other wise this would not be a priority for the council). At the same time I feel that other areas of the city are more in need of separating cyclists, vehicles and pedestrians.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Comments:

seems to work fine at the moment. I ride and drive past and its all good from those two perspectives.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

This is quite a broad comment. it would be good to have some specific examples. I personally lean more towards improving access to the CBD for pedestrians and cyclists before taking on additional projects like this. although these projects could be fused together and completed at the same time. Perhaps this would make the projects more efficient in the long run...

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

I think it is bests to keep these users seperate where possible. If your on a bike on the road drivers don't want you on the road and if your on your bike on the foot path pedestrians don't want you on the foot path. Many road cyclists travel quickly along that road and path already so I don't think they would use it if it is busy with pedestrians.

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

Cobham drive consultation - walking and biking improvements
Submission

107

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Colin Alexander	Paparangi	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Regularly cycle around there when extending my commute from / to the northern suburbs by enjoying our wonderful harbour and its many moods

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

Recovering from a knee replacement. Aching to get back on my bike when flat rides will be my way to ease back to fitness.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

I've never had a problem with users of the off street parking.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

Its a popular parking spot. The reduced capacity will concern some.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Pretty is good

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

I sometimes cruise through the area already

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

More cycling facilities encourages more less confident people to ride. More bikes on the roads normalises cycling and makes the roads safer for all cyclists

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tristan Thomas	Wilton	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: most cars parked there seem to be for sale rather than actually parked

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

function of the paths should be the first priority rather than making S-bend paths and spending money on artwork rather than infrastructure

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I like that you're not assuming all cyclists travel at the same speed - the difference in speed between a recreational mountain biker and a good road cyclist (both of whom use this area) is vast

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Baddiley	Wadestown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: It would be great to have a crossing (for both pedestrians and cyclists) over cobham drive. Given the volume (and speed) of traffic, one of the only safe locations to cross at present is at the western end next to St Pats college (which is controlled by lights)

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Cobham drive is already one of the best areas in the city for sculpture, given all of the kinetic artwork. It would be great to build upon this colourful (and entertaining) starting point

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

The real challenge with that location is the crossing from the existing shared cycle/pedestrian path to the left hand side of the road on evans bay parade

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

110

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom	Northland		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

111

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Bramwell	Rongotai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

112

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lynn Cadenhead	Khandallah	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

113

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrea Bonetto	Miramar		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

114

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Candy, President, Wellington marathon Clinic	Thorndon	Wellington Marathon Clinic	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

The Wellington Marathon Clinic supports the proposed upgrade. The Clinic meets each Sunday at the ASB Stadium and our walkers and runners regularly cross Cobham Drive as we leave and return from our runs and walks.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike Run

Comments:

WMC members are both walkers and runners, and some also cycle in the area.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Comments:

We are well catered for with parking at the ASB Stadium.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

The car parks at the Mirimar end are usually well utilised. I would be concerned that reducing them may cause drivers to park less safely.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We would qualify this support with a rider that some vegetation (for example flax and other plants that grow over the paths) create trip hazards, especially at the edges when the path is congested.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It is important to allow recreational and less confident cyclists to safely travel along this stretch. It is preferable to keep the cycling and walking/running paths separate.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

WMC members would prefer a good surface on the pedestrian path - something not too hard, not prone to rutting and puddling in the wet.

The WMC would also urge serious consideration of a safe pedestrian crossing of Cobham Drive.

**Cobham drive consultation - walking and biking improvements
Submission**

115

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Candy	Thorndon	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Concerned about creating a hazard for road cyclists who are using the road by reducing the space available.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I am a road cyclist who regularly cycles down Cobham Drive on our coast circuit. I would be concerned if the existing road shoulder was any smaller as a result of the additional work on walking and recreational cycle paths. This stretch of road can be busy and should retain sufficient width on the shoulder for serious road cyclists who chose to remain on the road to safely travel down Cobham Drive.

Cobham drive consultation - walking and biking improvements
Submission

116

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stephanie Kuttner	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Not sure

Comments:

I think this is a good idea if it links both the cycling and walking paths to Kilbirnie (i.e. safe crossing over Cobham Drive) and also from the airport - also needing a safe crossing. So if the phase 1 of long term access plan then yes.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

I have used the path a lot as a cyclist and to be honest have never found it an issue to share with walkers. Hence why I feel the money would be better spent on a safe access across Cobham Drive for airport and Peninsula foot and cycle traffic.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Yes

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

Five spaces won't replace the amount of space there now which accommodates for boats/fisherman/walkers and plane-spotters. I think Wellington airport is unique in that you can view the planes at close range. Do make sure to keep the viewing seats for plane spotters as I think this is a point of difference.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

I think this will be fine. Mainly people selling cars anyway. However I do think there should be a good entry and departure bay for people accessing food trucks by the wharf. Again this is unique and adds to

the community. Keep the food trucks/Xmas tree selling/fruit stores etc... This type of service makes people happy

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Wind, wind and more wind. Its what we're as a city are famous for. The whole length of Cobham Drive should be dedicated to wind sculptures and those use of wind to provide energy. I realise this is all cost, but its the airport driveway - the best way to showcase our unique Capital City vibe to all our visitors. Lets make Cobham Drive a real experience.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Most of them yes. I just think that there needs to be a longer term plan that develops Cobham Drive as the great city access road that it is. Make it unique, utilise the wind/sea aspect. Totally it needs to be bike/walk friendly. Safe crossing of Cobham Drive is also a top priority with an underpass ideally.

Cobham drive consultation - walking and biking improvements
Submission

117

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Strik	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: From my experience the car park gets very little use

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It would be good to have a more family friendly bike path through that area as transition from the existing path to the road can be "fun"

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Does the plan consider pedestrian bridges around the Troy st roundabout to improve bike/pedestrian access to the ASB facility. This needs to be taken into account with this plan

**Cobham drive consultation - walking and biking improvements
Submission**

118

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon randall	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I use the cycle path daily and it's too narrow to be shared. I worry about hitting pedestrians every day

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: This parking area is full of cars for sale which is an eye sore. Also makes the parking useless for other and it's always full

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

There is a big difference between recreational riders and faster riders. Just as between pedestrians and riders. Providing some separation is a great idea.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I would love to see some improvements in safety for cycle traffic coming from Troy st onto cobham drive. At the moment using the roundabout is very dangerous and there is no current alternative. There is not even a pedestrian crossing that can be used.

This new shared path on the bay side of the road will only work if you can access it from the other side of cobham drive. Otherwise it can only be accessed from either end of cobham drive

Cobham drive consultation - walking and biking improvements
Submission

119

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Scott Lyons	Miramar		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

120

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Ravaji	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

Of the options provided, I only ever cycle this area. I do not walk or run it.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

Supportive of changes that take car-parking space away from active cycle- or walking- space.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I support this provided that this sort of beautification works are financially limited and do not financially detract from a more critical priority - providing safe cycling space

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

While this has some importance, I do not consider that is an appropriate substitute for dedicate normal- or high-speed cycling space.

I expect that Council's research will suggest that there is greater existing use (and greater future potential demand) for normal-, or high-speed cycling space, than this low-speed recreational cycling space. This is what must be provided for - particularly if the Council genuinely intend to pursue the objective set out in its 'Let's Get Wellington Moving' policy document.

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

Cobham drive consultation - walking and biking improvements
Submission

121

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Phil Petersen	Breaker Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Mainly bike. Sometimes run

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: Where is troy street? :(

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Only cars i see there are 4 sale

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Make it native plants

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Good

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Need to add some pedestrian crossings. No need for 70km speed on that road. People are just racing to the next traffic jam

Cobham drive consultation - walking and biking improvements
Submission

122

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
adrian sanders	Melrose	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

well overdue upgrade in cycling and pedestrian infrastructure

Cobham drive consultation - walking and biking improvements
Submission

123

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ursula	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

Not the right place for fancy stuff. Not a place to stop and enjoy art

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Not many recreational bikers there.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

124

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Sigley	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

125

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: The proposed pedestrian route would be very exposed on windy days, especially the Eastern end which is hit heavily by the prevailing North-Westerly wind. The existing shared path provides a more sheltered route.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: The strip is popular for the private sale of motor vehicles and provides a useful public service without negative impacts on other users. With the wharf no longer publicly accessible implementing time-limited parking serves no purpose.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

Need a more sheltered option for pedestrians on windy days than what is proposed, especially for the eastern section of Cobham Drive. Plan also should consider an overbridge near ASB arena to provide a safe option for pedestrians crossing the road there without impacting traffic flows.

**Cobham drive consultation - walking and biking improvements
Submission**

126

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Guy Kerrison	Karaka Bays	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Support as long as it is part of a package of improvements for cyclists and pedestrians particularly the provision of an overbridge/underpass to allow safe access to the ASB facility and schools from the harbour side of Cobham Drive.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

I cycle along the shared path most week days in both directions

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

Support as long as vehicle access across the new pathways is located in a safe place and cyclists have good visibility of vehicles entering and exiting. This is currently not the case.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

landscaping to provide some protection to users from the NW wind and blast from planes taking off to the south from the airport is needed.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Any routes which move cyclists and pedestrians further away from the road is supported.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

If it is to be a showcase for Wellington then effort needs to be applied to keeping the seawall and adjacent coastal waters free from litter as this is a significant problem at the moment.

**Cobham drive consultation - walking and biking improvements
Submission**

127

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Erica	Mount Cook	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

I think an upgraded and separated cycleway and walking paths would be a great asset for the city. It will allow for easy cycle commuting to the city from the Miramar peninsula.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

At present it doesn't seem like such a "pretty" area to walk or cycle. If it was improved with nice paths, more native plantings and seating areas it would definitely have more appeal as a place to walk or cycle.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

No comment

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

No comment

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I think the proposed plans look great. I like the mix of wood and concrete paths for walkers with seats in some areas.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I'm not a regular enough user to comment

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I think this would be a great addition to the 'round the bays' walking and cycling experience and would only enhance the city. Hopefully it would also encourage more cycle commuters from the Miramar peninsula. Perhaps better access from the Cobham drive to Kilbirnie via pedestrian crossings or a bridge would also be useful to link different parts of the city.

Cobham drive consultation - walking and biking improvements
Submission

128

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Hill	Mount Cook	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: I have biked frequently and occasionally walked this route and find almost nothing wrong with it. I strongly feel that the money would be much better spent in areas where there are no cycle facilities

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Perfectly fine as it is

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

Cobham drive consultation - walking and biking improvements
Submission

129

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave Hicks	Maupuia	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Some wind/wave protection along the eastern side would be good!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

130

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Bennett	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

131

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
JP Brounts	Johnsonville	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: If this is the currently unsealed seaside parking then I believe you will need to enlarge it so it takes morethen 5 spaces. It is used by fishermen daily.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I fish along this foreshore regularly.

Be aware that the predominant Northerly blows copious amounts of rubbish onto the shoreline.

You will need to add additional rubbish bins (on a serviced empty basis) for public use.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

If finances permit, consider adding fishing stations/bait stations and rubbish bins along the foreshore as this area is popular with fishermen.

Cobham drive consultation - walking and biking improvements
Submission

132

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Neil Plimmer	Kelburn	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

It all looks good but please make sure that the works protect the wind sculptures and the end results enhances their accessibility for the public.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

landscaping looks good but don't overdo reducing the wild feel of the coastline.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David McCrone	Mount Victoria	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Good to improve access and safety of both cyclists and pedestrians

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: Dangerous to have both cyclists and pedestrians sharing a narrow path

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Sounds good

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Sounds great

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It's interesting to cycle through this area

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

No

Cobham drive consultation - walking and biking improvements
Submission

134

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Johnston	Brooklyn	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Access to the area needs to be further improved with road crossings

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: The path is currently too narrow

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Consider adding cycle and walker friendly infrastructure such as picnic tables and bike repair facilities

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: 19 spaces is more than enough, good plan.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Not sure how the slow-speed would be enforced (especially if you've got a good tailwind), but it's a good idea.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

The road speed probably doesn't need to be 70km/h as it's usually congested anyway. Currently riders and pedestrians wanting to cross to the Cobham Drive path from Kilbirnie have very poor and dangerous options to do so, fixing this soon should be a priority, rather than expecting less-confident walking and cycling users of this facility to drive here and park up in the car parking facilities.

Cobham drive consultation - walking and biking improvements
Submission

135

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
chris	Miramar		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

excellent

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

excellent

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Comments:

fantastic

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

excellent

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

excellent

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

excellent

Cobham drive consultation - walking and biking improvements
Submission

136

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicky K	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Yes - keep them separate. I prefer to walk than cycle but I'm considering taking up cycling. I think it is safer to keep pedestrians and cyclists separate. As a walker - I get spooked when cyclists come up behind me (as you can't always see them until they are right on top of you).

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

Cycles come up fast from behind - I've been hit by a cyclist before because I got spooked when he shouted out 'coming through' and I stepped into his path

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Yes

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

ASB is a busy place (I use it mostly for netball)

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Miramar simply needs more car parking - end of story.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Use te reo Māori and Māori settlement stories too - where practicable. Note: The original name for Miramar Peninsula was Whāitaitai after the taniwha who got caught on the rocks trying to escape into the harbour. The official name for Miramar Peninsula is Te Motu Kairangi / Miramar Peninsula - NZ Geographic Board.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Another opportunity to tell some local iwi stories

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Overdue.

**Cobham drive consultation - walking and biking improvements
Submission**

137

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Grover	Oriental Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

This would be fantastic - as a regular walker along Cobham Drive, I often encounter cyclists travelling at speeds over 40km per hour along the footpath.

Most of the encounters with the speed demons are cyclists who are come out of the Mirimar Cutting and won't go around the eastern roundabout (Cobham Drive / Airport / Mirimar) and take the southern side of Cobham Drive. Therefore for their safety they take the foot path on the northern side.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Run

Comments:

It is one of my regular walking routes - mostly west to east but occasionally east to west. The only other safe walking / running / cycling route between Mirimar / Strathmore and Rongotai / Lyall Bay and Kilbirnie is the airport pedestrian / cyclist tunnel.

This route is also used for both the Round the Bays 10 km and Half Marathon routes (February each year); and the Wellington Marathon / Half Marathon routes in June / July. Many walkers and runners train on the same route in the weeks leading up to the two events.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

There needs to be at least 50 metres of visibility either side of the car park exit.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Please get rid of all the vehicles parked there that are for sale. They are an eyesore and given the internet with Trade Me Motors providing private sales capability, parking cars there with for sale notices over them is not required.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

The separate pathways (and any proposed pathways) need to be a lot better weather proofed and have better drainage. Currently following heavy storms or rain, these pathways' surfaces can become eroded or washed out and therefore they become slippery or dangerous.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It needs to be clearly marked and some form of barriers to discourage speeding cyclists (like on the Leonie Gill Shared Pathway) but one also placed mid point

Overall, do you support the proposed changes on Cobham Drive?

General comments:

Yes.

1. The intersection at Cobham Drive and Shelly Bay Road needs to be significantly improved so that cyclists and walkers going into and coming from Mirimar have much better access. The exit proposed at the entrance to Shelly Bay only assumes that cyclists are coming from Shelly Bay Road while commuters will mostly come through the Cutting.

Therefore consideration also needs to be given to extending the separated walking and biking paths through to the roundabout at the Mirimar Ave and Tauhinu Road intersection. There is plenty of space back to the Cutting wall for this to happen.

2. Slightly off topic but given that this is the other major thoroughfare through Kilbirnie / Lyall Bay - Why isn't the completed Leonie Gill Shared Pathway in Lyall Bay been added to the Walks and Walkways list : <http://wellington.govt.nz/recreation/enjoy-the-outdoors/walks-and-walkways> and Welly Walks App? In fact, there is a walk which could be created from Kilbirnie (bus stops at north end of shops - Stop 6026 & Stop 6224) right through to Mirimar which takes in the Shops, the Leonie Gill shared walkway, the airport tunnel and Wellywood (Weta Digital, Stone Street Studios, Roxy Cinema, Park Road Post Production and Weta Cave) to finish at Bus Stop 7241. Mid points on this walk could be the Bus Stops 6030 (eastbound) or 7030 (westbound) or the diversion to Lyall Bay and bus stops at either end. It is disappointing to see all the money spent on the Leonie Gill Shared Pathway to have it not incorporated in the walkway map.

3. Likewise once completed, the Cobham Drive walkway could also be added to the list and app.

**Cobham drive consultation - walking and biking improvements
Submission**

138

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeff	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Long overdue - can't wait!

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments: Currently too narrow for the amount of bike and foot traffic that route gets

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: No comment

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Great idea - is beginning to look a bit tired and shabby lately

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Great proposal, long overdue!

**Cobham drive consultation - walking and biking improvements
Submission**

139

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
GW	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I think this would be great!

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments: it can be very crowded and not everyone knows to keep left

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: will the P180 only apply M-F 8-6 like other blue signs? or 24X7?

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: the current P180 does not seem to be enforced. Would this be M-F 8-6 like other blue signs or 24X7? An alternative would be to introduce paid parking (perhaps coupon parking) as that could be a useful deterrent

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

its a good gateway to the city

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

I think it is dangerous to mix pedestrians, cars and bikes. Generally the people who want to go slower will be less confident and less experienced riders. Though good to offer a 'slow route' as sometimes faster riders can be less tolerant of slower riders

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

It would be good to address how to get from Park Rd or Tauhinu Rd to the start of the cycle path

**Cobham drive consultation - walking and biking improvements
Submission**

140

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
G O'Rourke	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Not sure

Comments:

It depends on if the paths are suitable. A walking one with chip seal would be fine but the biking one could potentially be used by buggies and runners if tarseal.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike Run

Comments:

If the walking track (unsealed) by the waterside was extended further I would use it a lot more. It seems silly that there are just two sections that have been smoothed down when the whole section would be ideal to put a walking track in assuming it didn't affect the land (eg slides etc)

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

I'm not sure where you mean. If it's on Cobham itself I wouldn't support this as it would be dangerous on this 70km section of road.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

As long as the landscaping doesn't eat into the tracks and paths for cyclists and walkers. Neither want to negotiate obstacles even if they do look nice!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I would personally stay on the road if I was cycling as it's faster but would possibly use it to run on and take the kids cycling along. That part of the footpath is really wide anyhow so it's not a big issue until you get up to the yacht club.

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

If the walking track was off road (not concrete) I would support it. I think pedestrians should have the option of walking on the cycle way and cycles should have the option of riding on the road if they feel that's safer. Anything slowing cyclists down such as judder bars or other obstacles would mean more cyclists would stick to the road anyhow heading towards Miramar at least.

**Cobham drive consultation - walking and biking improvements
Submission**

141

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments: I do not live near the area

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: If it is necessary for the project, yes. If not, then I question why bother.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: See above

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

It is a landscape design feature, not urban design, but sure - it is the right thing to do.

Please make sure they include sustainable drainage and are suitable for the high wind, high seas and sea level rise. This should be a long term, sustainable and resilient investment

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Given there is no design or concept for this, it is difficult to comment on.

It also sounds confused, as why would you provide a shared path (cars, bikes and pedestrians - also not a path, that's a road with a slow speed limit), when you can separate the uses. Take some road to ensure bikes and PEOPLE are separated. Also, do not provide two cycle paths in the same area.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

142

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kathryn Jones	Karaka Bays	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Looks nicer but dont really think there is much conflict btw cyclists and pedestrians at present. Volumes of walkers are very low

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

Works well now. Introducing time limited car parks are just a pain and expense. Very rarely are these car parks full. It seems fine that people use this area to sell cars. Gives life and flavour to the area and bring people in.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Comments:

Works well now. Introducing time limited car parks are just a pain and expense. Very rarely are these car parks full. It seems fine that people use this area to sell cars. Gives life and flavour to the area and brings people in.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

I greatly prefer the natural look at present. The images presented look contrived and, already dated.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

The WCC effectively blocking cyclists from the marina has been unwelcome and unnecessary.

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

There really is little problem with the status quo. Don't need to spend lots of money. Just a bit of improvement would go a long way.

**Cobham drive consultation - walking and biking improvements
Submission**

143

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Eamon O'Rourke	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Separated cycling and pedestrian use is long overdue and will reduce friction between the two groups currently.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike Run

Comments:

As a Hataitai resident I am an active user of the path in all forms.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

Support absolutely, but is this enough parking? Your plan looks beautiful and will attract passing families to stop. Are you underestimating potential usage based on the current wasteland?

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

The challenge here is either breaking the long ingrained car sales yard or celebrating it. Also, what if fishing was allowed on the wharf again? This brings LOTS of vehicle traffic.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Sensational as proposed. This is Wellingtons front door for visitors by air and should be a show case for our beautiful, people-friendly city.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Not essential, but definitely nice to have.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Bring it on. How soon will it be ready for use?!

Cobham drive consultation - walking and biking improvements
Submission

144

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mary	Seatoun	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

**It's such a great idea - I was even going to write in re the issues with sharing. This will solve everything!!
 Thanks**

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

Very unsafe with bike and pedestrian sharing walk way. It's not wide enough, the vegetation grows out and makes it even more dangerous

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Yes

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

I park there and then walk to work. If it's only 180 min parking, this would make it impossible. There need to be all day parking spaces. Get rid of the cars for sale that are just hogging space and not doing anything productive for the environment

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Excellent idea - planting really reduces windage - otherwise it's actually hazardous walking along there in a strong wind

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Much safer

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Please keep all day parks available or else lots of us workers will not be able to park and walk (or ride)

**Cobham drive consultation - walking and biking improvements
Submission**

145

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Theresa	Hataitai		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Fabulous idea

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: Love the trail along there

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Brilliant plan to open access to our fab water side!

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Brilliant

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Keep on w the awesome work

**Cobham drive consultation - walking and biking improvements
Submission**

146

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John c smith	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

Current paths are uneven for cycling and have poor sight lines. Unfortunate to have unused road area allocated to people selling cars.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

147

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mao	Other	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Definitely need full separation from traffic but needs to cater for group riders otherwise they will use the road

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: The path is narrow and not well kept currently

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: There are mainly cars for sale along there

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Practical, accessible for all before looks please

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Recreational riders definitely need to be separated from the main road as they hinder traffic flow when using the road

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Good on ya for future thinking and consulting with the people

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt	Houghton Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

149

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Frank Solomona	Other	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: As long as there is room for road cyclist as we use the road. As for your average punter that would ride their bike may not be wanting to ride fast and not confident sharing the road with vehicles than this proposed separate paths will work a treat.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments: I haven't been on the shared walking and biking path recently. But when I have, I have wanted to move at a leisurely pace (slow). I had no real issues on that day.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Sounds like a safer way for cyclists to do this.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

This sounds like a very good idea as everyone would like to bike but not everyone is capable of riding on the road. So a slow zone for cyclist would be a great way for people to get outdoors and enjoy the fresh-air.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cycling and walking should be encouraged and people will be, with these changes.

Cobham drive consultation - walking and biking improvements
Submission

150

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sally Jackson	Karori		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I support the changes but note there is nowhere to cross Cobham Drive. When walking from the Peninsula or Miramar the first crossing is not available until the St Pats corner. Many Sunday's as Wgtn MarathonClinic walkers and runners we risk our lives trying to cross across Cobham Drive to get to the ASB Sports Arena. A crossing could save lives.

Cobham drive consultation - walking and biking improvements
Submission

151

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
R Downes	Lyllall Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

As a motorist who uses Cobham drive at least daily, better facilities for cyclists, that will keep them out of car traffic, have my full support.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
H Woods	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: In my experience cyclists are not as good as they might be at giving way to walkers.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?
If you have travelled along the existing shared path recently, did you:
Comments: T walk with friends and also to walk with dogs.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Comments:

How would this be monitored? Lots of recreational riders ride very fast and shared zones don't work very well.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Clear signage is essential and monitoring of compliance

Cobham drive consultation - walking and biking improvements
Submission

153

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
SB	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Not sure
Comments: I would really like to see some safe way for people to cross cobham drive without having to go all the way to the corner by the Needle. An overbridge closer to the Miramar side, perhaps near the asb centre would be ideal

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I would love to see this extended around the peninsula

**Cobham drive consultation - walking and biking improvements
Submission**

154

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Maree	Miramar	as an individual	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

This is a step forward in safety and convenience for both cyclist and walkers. In addition, it should allow cyclists to use increased speed which will reduce commuting times and make cycling here a far more palatable option for people still unsure about giving up the car. But my endorsement of the new plan is ONLY if the paths are truly separated. Anything else is a step backwards and counter productive. I have seen renderings for a proposed shared pathway around the bays which horrifies me! I commute from Miramar to City daily along there and if the current cycle lane on teh road is replaced with a shared pathway along the sea I will give up commuting by cycle and get back in my car. Having to share pathway and reduce my speed considerably will make the cycle commute pointless. Please don't take that backward step! And please do the right thing and provide a safe bridge or walkway across Cobham drive before another life is lost. It's is unbelievable that Council built a sports stadium that forces so many people to risk their lives to cycle or walk to.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

The pathway flora is very badly maintained meaning that visibility around bends is hampered by flaxes growing out on to the path and cycle/walker head on's are frequent as walkers tend to tuck themselves up against the inside of the pathway. KEEP LEFT pathway signs would help with this.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

Please do NOT plant in a way that obstructs a cyclists view.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Keep cyclists and walkers separated.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

155

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: I like the designs and this will make it a lot more pleasant to walk and ride around there!</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive?</p>
<p>If you have travelled along the existing shared path recently, did you:</p>
<p>Comments: With my son (4.5 yo) on his bike. We stopped when the gravel path that was separated from the road started.</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout?</p>
<p>Comments: I don't like that access to this crosses the bike path - cars tend to look for other cars, on the main road and not bikes on something that will look like a footpath.. But i appreciate the need for parking. Could the bike path be on the sea-side of the parking?</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?</p>
<p>Comments:</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Would be nice if there was a barrier of some sort on the edge of the wharf?

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Great! Love that something is being done to improve cycling and walking instead of just more for cars.

Cobham drive consultation - walking and biking improvements
Submission

156

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Catherine Morar	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Great idea, will make it safer and more attractive route to use

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments: I ride to work from Miramar, as well as use the route for the 'round the bay' cycles on weekends. I also walk along the area for recreation and also to get to the shops at kilburnie. Fantastic idea to segregate bikes and pedestrian as the current path is very narrow and is quite scare when you are riding next to a busy road trying to miss pedestrians or even other bikes on the narrow path.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: No further comment

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: This is a key connecting bike route from the city to the bays, great to make it accessible to more people

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: Very excited!

**Cobham drive consultation - walking and biking improvements
Submission**

157

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave	Aro Valley	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Looks generally good. However, given what I have seen on the traffic resolution, space should be retained on the shoulder for a potential 3rd Airport bound lane on SH1 which may be needed after the duplication of the Mt Victoria tunnel. Also, the westbound left and right turn lanes on the intersection of Cobham Drive and Evans Bay Parade needs to be lengthened so turning traffic do not hold up traffic going straight. Not too sure about why the left turn into Evans Bay Parade from Cobham Drive (citybound) is replaced by a very, very short left turn lane.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

The current width is fine for cycling or walking only, but not both.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Good idea as long as it does not affect the Marina.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Space needs to be retained on the shoulder for an extra Airport bound lane if necessary. Aside from a couple of other relatively minor issues it looks okay.

**Cobham drive consultation - walking and biking improvements
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nik Wakelin	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Shared Zones are a poor option for pedestrians and cyclists, better to provide separate cycle/pedestrian areas. If there is a cycle lane available, slow speed or not, drivers will expect cyclists to use it leading to aggressive behaviour and abuse.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

159

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S Ganda	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

I bike on the road going East then footpath west, have to yell out to pedestrians for them to move which can get annoying

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I love the idea of funky cool sculptures along this area, also vistors to wellington will see it as one of the first things when they go from airport to cbd

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

As long as it doesnt get in the way of motor vehicles and both are sperated well otherwise just have one main cycleway

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

160

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brendon	Te Aro	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Separating cars, bikes and pedestrians completely is a great way to improve transport choice

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

I support anything that decreases the amount of space used in carparking. I support less council subsidies put towards driving, and more towards alternative transport options.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Sounds great

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Shared zones don't work in my experience. People driving cars always think they have priority, no matter how many signs there are. Making it a slow speed zone shared with drivers sounds very unsafe for learner cyclists. Do not support.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

161

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
lulu	Northland	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Run

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

162

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marty McDonnell	Te Aro	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

163

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David H	Brooklyn	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

Parking away from the kerb is a nightmare in Island Bay. As a cyclist I'd rather have bike lane between parked cars and traffic, than between footpath and parked cars, to enable passing if necessary.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?
Yes

General comments: How much space is going to be left for the light rail links to airport and Miramar
--

Cobham drive consultation - walking and biking improvements
Submission

164

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Howden	Thorndon	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Could you make it wide enough for a bike with a kids' trailer (87cm <http://us.croozier.com/us/en-US/croozier-bicycle-trailers/kids-bike-trailer/croozier-kid-for-2-2016>)

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Run

Comments:

Their are rough informal tracks which should be formalized so I don't end up running into deadends

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Don't spend too much there. It's not exactly a destination, more of a transit point. Something rugged that doesn't need a lot of maintenance would be fine

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Could you extend the 0.5 kilometer markers that start by Queens Wharf? I love running along these and it would be great to extend them all the ways around the bays!

Cobham drive consultation - walking and biking improvements
Submission

165

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris	Kilbirnie		

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

I walk to work along this path, but there's no way to cross the highway safely on foot for several kilometers. Dangerous!

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Run

Comments:

I walk to work along this path, but there's no way to cross the highway safely on foot for several kilometers. Dangerous!

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?
Comments:

Overall, do you support the proposed changes on Cobham Drive?
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

166

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ninep	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Nice idea, but please build a pedestrian bridge halfway down Cobham Drive, because if you don't cross at the intersection, you're pretty much screwed. You have an amazing waterfront view to enjoy during a nice walk but what happens when you want to cross to the indoor stadium? or if you need to cross to enter Troy Street... you can't... too many cars on such a busy road and the only way to cross is to go all the way back to the needle and use the intersection, this is not ideal.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

167

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jill Ford	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Not sure

Comments:

This is not what I would describe as urgent for several reasons, as its already a shared path that has worked well for ages. It seems to me that WCC needs to spend the money from Govt allocated for cycling and this is an easy option that doesn't achieve much. It leads no where very useful. Needs to link with a proper bike priority crossing onto Evans Bay and round the Bays, link to Hataitai with bike lanes through Hataitai or at least speed bumps and Scarrows. Also a cycle route from there to Newtown, currently as a cyclist I have to either go on the pavement up to Newtown or go a convoluted route past the pool and up Duncan Terrace and on to Crawford rd. It would be much more useful for WCC to spend money linking Kilbirnie to Newtown and from there the CBD. At the very least if you made residents only parking throughout Newtown, Kilbirnie (at least Crawford Rd Road) and Berhampore. This would significantly reduce parking by Hospital staff (who have a perfectly good car park) and then you could have a cycle lane from Kilbirnie, Crawford rd down Constable st and on to Riddiford st.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

Used it heaps both for my own road rides but also when my daughter was young, as access to miramar peninsula. BUT need to link it with proper cycle infrastructure to Newtown, Hataitai and Kilbirnie. Also its appalling that WCC isnt going to put a one way system round Miramar peninsula with proper cycle lanes - when Shelly Bay housing gets built there will eb heap more cars unless WCC has decent bike lanes and bus route.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Just put in one way system for Pennisula and proper cycle lane.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

Money could be much more effectively used on otehr cycle infrastructure, as usual WCC doesnt want to offend anyone and takes easy option and achieves little.

**Cobham drive consultation - walking and biking improvements
Submission**

168

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Casey	Ngaio	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Please add some water fountains along there. I use it as a training route for 1/2 marathons and don't like to carry a wayer bottle, however need a drink but can't see any water fountains there at the moment.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Run

Comments:

For running because it's flat

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Keep the art natural looking. Those cube things are odd and look very out of place.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

One is enough. Cyclists will ruin the experience for walkers and runners.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

169

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Erica Brooks	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: I don't think it's necessary at this time when the most pressing need for us is a crossing, so Miramar, Lyall Bay and Kilbirnie residents can move safely between the suburbs on foot. It's dangerous, and I feel annoyed that solving an actual PROBLEM is not on the agenda. Would rather have that fixed, than improved an improved path or cycleway.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Run
Comments: I walk regularly between Newtown, Kilbirnie and Miramar, and the only thing I've found 'stressful' is trying to cross Cobram Drive from Miramar to Kilbirnie and vice versa.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: More parking, is always better.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: I walk past these parks all the time and there doesn't seem to be an issue with access. I love that we have an impromptu car sales area (I bought my own car off someone who parked it there) - to me it's part of the human fabric of Miramar. Reducing parks seems like a bureaucratic way of trying to control what has evolved naturally in this community. Many towns and cities have unofficial car sales areas like this one, and they tend to be of benefit to the community, not detriment. There are no houses anywhere close, so

it's not like it affects any local residents. There's only one business close by, and even though Portsmouth is part of our film industry, it's not fair to alter public use for the benefit of one company's employees.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

As long as it does not damage the natural habitat or current ecosystem. I quite like our little rocky foreshore, with the lovely carpet of wildflowers. And I also like that it has an 'untouched', wild and natural feel. I've looked at the proposed designs, and aesthetically, they're pleasing. I walk this road often on Winter nights, between Miramar and ASB Sports Stadium, and it would also be of extreme importance to me as a woman, that the walkway is not only well lit at night, but also that it is not obscured at all from the cycleway by landscaping. Walking alone at night, women need to be able to see the road and other people in order to feel safe.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Not 'important', no. Sure, it might be 'nice' but I'd still much rather have that crossing over Cobham drive. THAT'S important.

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

Again, I'd rather have our practical community needs met with a safe crossing, than create what appears to be an extravagance - a 'showpiece for Wellington'.

Cobham drive consultation - walking and biking improvements
Submission

170

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Carl Howarth	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Lighting required at night to make the area feel safe and usable all year. Done correctly it could enhance landscape aesthetics

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

At present I only cycle along the path when traveling in the city direction. In the Miramar direction the road verge is safer; due to there being no pedestrians, or risk of hitting cyclists traveling in the opposing direction.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

This off street carpark should not exist. It serves no purpose - anyone that does use it could easily park elsewhere, and it presents a risk to cyclists. This is an arterial commute used by hundreds of cyclists who have to cross this conflict point. The proposed carpark is an unusual addition to what is a cycling and landscaping project and sends an odd message about Wellington's commitment to active transport. I am also concerned that there is insufficient on road slowing distance for vehicles entering the carpark. The carriageway may need to be altered to provide a slipway or shoulder. The carpark itself will also need to allow sufficient turning room for vehicles to enter and leave in a forward direction - what is proposed does not allow for this. If the car park is progressed, on road signs should warn drivers of a concealed entrance and a cycleway crossing, provide grade and surface delineation between the vehicle entrance and the cycleway, and sign that cyclists have priority. Notwithstanding this, for clarity, I still disagree with this carpark being included in the proposal.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Lots of cars parked for long periods of time. This is where the car parks should be. This is sufficiently close to the amenity of the park; without detracting from the amenity of the park

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

I love it. Though there is nothing pretty about a car park right bang smack in the middle of it all.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Good proposal, though the proposed car park seems incongruent with the rest of the project. Long term will need pedestrian access over Cobham Drive itself.

Cobham drive consultation - walking and biking improvements
Submission

171

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joel George	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Separate pedestrians and cyclists wherever possible.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

The plan looks great.

**Cobham drive consultation - walking and biking improvements
Submission**

172

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pat Higgins	Miramar	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Please add some shelter effect from the northerly. shrubs/ shelter "mounds" There is some shelter at present. The proposal looks like it would reduce shelter ?

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I am a daily cycle commuter along this route

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Cars crossing the cycleway need clear access of on-coming cyclists (sinage to remind them)

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments:

Cobham drive consultation - walking and biking improvements
Submission

173

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben Sandle	Karori	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Having off road route for cycling is good and helps more people use bikes

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

174

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Katherine	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

175

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Miramar		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: Great idea, noted in the Cobham drive lots of expense to further enhance the shoreline and make it accessible to more vehicle access. So what we will now have is increase usage of the pathway pedestrians and cyclists and more vehicles at high speed exiting the road to the car park area. This seems contra to the principles developed for the project. Also believe that with the further enhance the shoreline there will be more of a tendency for pedestrians to traverse the Cobham highway to access the but do not note any improvement (over or underbridge) to do this is a safe manner. All for the foreshore enhancement, but believe safety should be the projects priority.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? Yes</p>
<p>If you have travelled along the existing shared path recently, did you: Bike</p>
<p>Comments: Use this daily</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? No</p>
<p>Comments: Your encouraging an increased in traffic across the pathways. This currently does come off the road at high speed. As well the traffic exiting the current car park is shielded from view if your a cyclist and I suspect drivers of these can not see the see the pathway users either.</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes</p>
<p>Comments:</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

But not at a cost that would see funds diverted from the primary purpose "Safety" Moving Wellington.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

176

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Arianna	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

177

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

178

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave	Te Aro	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: So many people use that area for parking - reducing the number of parks makes no sense to me

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

I use the boating ramp often and do not think moving bicycles into that area will be safe for pedestrians, bikers or boaties

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Any changes along Cobham Drive needs to include some sort of overpass to safely get bicyclists and pedestrians from one side of the road to the other. I often see people risking their lives by running or biking across traffic

**Cobham drive consultation - walking and biking improvements
Submission**

179

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jenny Clark	Te Aro	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Great to separate. Don't do it with just a painted line. A row of plants is good.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: Walking for exercise.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We need to do this to keep Wellington lovely for all people.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

As an old lady recreational cyclist I think this is a brilliant idea.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Kia kaha! Onwards and upwards with our splendid city!

**Cobham drive consultation - walking and biking improvements
Submission**

180

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Olivia Harris	Seatoun	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Great idea.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Love it!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

181

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Glenn Kingston	Strathmore Park	Strathmore Park Progressive & Beautification Assn Inc.	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Strathmore Progressive met & discussed the plans on March 8th. All present agreed the plan was acceptable & welcome improvement to the area. Some concern about loss of parking along the sea side of Miramar Ave but if the crossing allowance is necessary then there seems little alternative. Two way cycling separated from walking was enthusiastically supported.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Not sure
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Not sure
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: Well supported by all present.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Loss of 10 parks seemed excessive for what was being achieved.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Graham Pomeroy	Seatoun	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Great idea. The current situation is difficult especially when you are riding up behind a pedestrian and they aren't keeping to one side of the footpath. Always worried they will walk in front of the bike. Current path is too narrow for bikes and pedestrians.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Cycle along there fairly regularly. Always worried about pedestrians. Other risk is northerly wind gusts and that you might get blown into traffic. Some form of wind break in parts would be good (planting?)

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: If this is the parking that crosses the cycle way / pathway at present it's dangerous. I have seen cyclists knocked off their bike as cars exiting the park don't look. Maybe build in some speed bumps to ensure they slow to a stop?

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Great idea. Currently resembles a used car sale lot.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

If it's possible to build in wind breaks for cyclists this would be beneficial as well.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Current shared pathway around the coast is too narrow with pedestrians, bus signs, poles it feels safer to ride on the road.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Paint 'road markings' with directional arrows on the cycle way to ensure that cyclists cycling in different directions keep to the left hand side. Have had situations where cyclists cycle to the right which can be confusing for all concerned. Build wind breaks (plants?) along the cycle way to reduce risk of northerly gusts blowing cyclists into path of traffic.

**Cobham drive consultation - walking and biking improvements
Submission**

183

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Karl arndt	Mount Victoria	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Coburn	Other	PNP Cycling Club - affiliated to Cycling New Zealand and Mountain Bike NZ.	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Overall very positive. Congratulations to WCC and NZTA for this important upgrade to our transport network.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Need to keep all plants well back. Cyclists are currently squeezed at certain points (large flax). Instead of planting near the path and on-going maintenance costs, plant further back.

Not sure if the curved path at Troy St roundabout actually helps us. One natural curve might be more consistent.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Path width is a concern. 3m bi-directional is simply too narrow for the current path use, let alone expected increase. Think cargo bikes, trailers, and the pleasure of riding side by side. Do it once, do it right. Small single-file cycling bunches need to travel in both directions on the new path. Our junior coach takes school aged small groups single-file in both directions.

Other users

The plan moves pedestrians to the far north side and they get a new concrete surface. Pedestrian path needs to be designed and wide enough so runners stay off the cycle lane. During winter, runners won't like bike blinking lights in their eyes so hopefully they will be encouraged to stay on upper pedestrian path. Cyclists will also realise how bright their lights are and angle down or turn to steady state (instead of hash blinking) when on the path, and might do so on waterfront.

Crossing on Cobham Drive

We note "This proposal does not include a crossing on Cobham Drive, but we are working together with the New Zealand Transport Agency on possible solutions for the longer term".

Cyclists will continue to use road/shoulder

Vital to retain an on-road option as a low-speed shared path doesn't work for higher-speed riders, e.g sports riders, fit people, e-bikers.

Our east bound bunch rides are two abreast and will remain on the road, no one wants them on the path at 30+kph, will need communications to public to explain target market of the path to reduce potential car horn beeping / abuse etc at us for not using the path.

Cyclists generally dislike "vibra line" and reflectors on the road. These could be used on white paint ONLY if we have 2 abreast shoulder space. We also have the issue of cars cutting the shoulder at the roundabouts, gets dangerous. Shuttle taxis with trailers are bad for this. Surprising how many times this has happened even when a car just past us (they "forget" we there).

Any thoughts on slip lanes at roundabouts?

Cobham drive consultation - walking and biking improvements
Submission

185

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Cuthbert	Mount Cook	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Consider placing plantings or some form of border on the southern, road-side, of the cycle path. This could improve safety in case cyclists fall, veer or are blow by wind gusts on to the road and into the path of vehicles. The width of the cycle path should ideally be 3.5-4.0 metres to allow for increased patronage and safe overtaking.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Good idea. A slow speed connection by the sea would allow separation between those commuting on the cycle way and those riding slow who want to relax and enjoy the view. It would also open up and encourage access to an underused part of the coast line.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

186

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Teresa	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

I regularly used this route for three years. I have a few things that I hope can be resolved with the proposal. I have commented on these at the ASB centre drop in too. They are:
Make sure vegetation is kept off the cycleway. I found at times, particularly near the airport roundabout that about two thirds of the shared path was unable to be used due to harakeke and other plants encroaching on the path. It also blocked visibility.
Having separate walking and cycling pathways is a GREAT idea. I like the suggestion of having the direction clearly marked too.
Flooding after major rain was a big issue at the corner by the ASB centre where the path dipped down. Hopefully the new route will avoid this.
A clear pathway for cyclists at the Miramar wharf area would be great because a lot of cars park there in a very random way and move on and off unpredictably. Also on the evenings there is the roast chicken van to negotiate around. I am not asking for the chicken van to be removed but make sure there is a pathway for people to go around, or maybe, behind it. Perhaps his "spot" could be marked out in some way.
The worst part of cycling along this path in really strong winds is between the asb centre and the Kilbirnie park lights. Any way to have more wind breaks along there would be appreciated.
Having more space at the intersection with Evans bay road would be good. Maybe behind the zephyrometer as well as to the intersection so there's not such a bottleneck.
I love the wind sculptures along this path and it'd be great to see more kinetic art work put up along there. It's a great way of acknowledging the wind in Wellington.
Agree that work needs to be done on the cutting - visibility when crossing the road there is very poor when going from Miramar to the wharf area.
And, like many others, the lack of a safe route across to the ASB centre seems like a giant oversight on the part of the road builders. To expect people to cross at the airport roundabout (!) or to bike or walk all the way to Kilbirnie or to strathmore and use the airport underpass to get there is ridiculous. I really hope a solid solution can be found. I feel an underpass, if possible, given I don't know how stable the ground is, would be preferable because the wind there can be strong and getting a bike up and over what I presume would have to be quite a high overbridge, would be almost dangerous at times.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

I used it to commute from Hataitai to Miramar. I would use it now to get to the ASB centre IF there was an underpass or overbridge. Currently I cycle along the roads in Kilbirnie.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: None

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Aren't most of those used by people selling their cars anyway?

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments: Definitely endorse this.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments: Great idea. My husband goes this way and I have biked it with him occasionally. Was much nicer than being near the road. Be soooo nice for cyclists to have a choice!

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments: I think this is a great idea and opportunity to make this section of what is currently a shared pathway better for all users. And a great chance to showcase wellington's wilder features in a positive way from the zephyrometer to the windy Wellington sign. Bring it on.

Cobham drive consultation - walking and biking improvements
Submission

187

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M Hughes	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

The current vegetation and landscaping provides protection from the prevailing Northerly, which is very strong at times. I wouldn't like to see all wind protection removed. Are you planning to flatten the ground and remove the flax etc? I hope not.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

I cycle to work on a regular basis. I think keeping pedestrians and cyclists separate is a good idea, and trimming the vegetation that encroaches onto cyclists. This cycle path is a fantastic resource.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

No

Comments:

Cars and bikes don't mix, especially at intersections. I Definitely Don't want cars crossing the cycle path. A friend of mine came off her bike at this spot a few years ago, when a car nearly ran her over. She broke both wrists. I don't see the need for parks at this spot. What are these parks for? Why not just keep the safer parks near the Calabar roundabout? Cheaper too.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Comments:

For reasons mentioned above. I don't mind people using these parks to sell cars, buy chicken or visit the wharf or waterfront. I don't see what the problem is with these parks? It seems mean to me to remove them.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Good idea in principle. I would like to see the designs first. It would be great to get some input from our very own, award winning designer Megan Wraight. She is world class. It would also be cool to incorporate the Maori legend of Ngake and Whataitai somehow. This coast line is the gateway to our city and offers a chance to welcome guests with style.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I'm not sure how this would work in practice. Once again my view is cars and bikes don't mix that well.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Improvements would be great. It would be good if they are "improvements" and don't make the situation any worse than it is presently. Basically the cycle route works really well at present. The cycle commute is one of the many excellent things about living on the Miramar peninsula.

Cobham drive consultation - walking and biking improvements
Submission

188

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kuldeep Kashyap	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

No

Comments:

Is good the way it is.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike Run

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

No

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Would be great to see safer bike paths rather than money being spent on landscaping. This region of Wellington is naturally beautiful anyway.

**Cobham drive consultation - walking and biking improvements
Submission**

189

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Maree	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

This area is an important link between Hataitai / Evans Bay and Miramar and it should be pleasant for pedestrians and cyclists (not just cars).

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

It's great that the parking area does not cross the pedestrian pathway

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

This approach is what Wellington needs - it's a compact city where people and landscape should be emphasised.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Conceptually, yes it's a good idea and nice for pedestrians and cyclists to avoid a busy, noisy intersection. But a shared connection needs design features that slow down cyclists.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

It's great that the pedestrian and cycle paths will be separate.

**Cobham drive consultation - walking and biking improvements
Submission**

190

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Bartlett	Strathmore Park	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?
Do you support these changes to the off-street parking area near the Troy Street roundabout?
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments:

The key to the success of this great endeavour is, in my view, the successful handling of the intersections at each end.

People on bikes need a safe means of access - something not currently provided - from Mirimar to the cycleway. The key detail here is not included in this package of works, that is the Shelly Bay Rd intersection. We need a better, safer access across the end of Cobham Dr here, particularly while we wait for this intersection.

Moving the road-cyclist access city-bound toward the north is a small start (but please omit the northernmost raised median), but putting a kerb in place where cyclists move off the path onto the road going to Mirimar will be a problem.

On the flip side, the intersection at Evens Bay Pde is very well designed, and I commend the removal of the unprotected crossings in particular. Can we ensure we have bike and pedestrian movement indicated on the crossing?

Cobham drive consultation - walking and biking improvements
Submission

191

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Beryl Smyth Strathmore Pk	Seatoun	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Not sure

Comments:

Walk and ride it on bicycle

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

There are enough sculptures now I think the wind idea is well and truly done. Wellington is more that wind.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments:

If you don't put in a pedestrian overbridge across Cobham Drive to the ASB you have missed the main point of access for the whole of Miramar to Kilbirnie. Cyclists and walkers want to walk around the sea front rather than through a dingy subway to get to the ASB, Indian Cultural Centre, EB Intermediate, Kilbirnie shops, Aquatic centre etc. Its your once chance to get it right. Cyclists doing the round the bay Peninsula ride, want the same.

**Cobham drive consultation - walking and biking improvements
Submission**

192

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rebecca	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

I would like to be able to walk there more in the summer - especially to get to Kilbirnie from Miramar but crossing to ASB is too dangerous with the 3 kids. I would use it more if there were overhead walk ways to cross on. My husband does bike it every day to commute to work though.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

Do you mean you are planning on improving the part you can drive in on the water front.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

I don't use this parking as I live around the corner. I am not sure though that your plan actually improves access. There are a lot of people parking up Maupuia road for the whole day who obviously work in the area. They could use more parking...

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

193

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Taryn Playle	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: What are they servicing? Can't be servicing Cobham drive as can't get across the road to use it from there.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Why are they being removed?

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Need more carparking at the waterfron though - 5 is not where near enough. Used this carpark Thursday, March 16, 2017 6:46 PM, and there were 6 cars in the car park (see picture attached). This is just one instance I took on a random day. I don't think the findings in the report are accurate or represent the true use of the carpark. Also need bigger carparks than usual to provide for bigger vehicles such as campervan, 4 wheel drives.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Would be good to see more people walking along a proper footpath rather than along the eroded edge. Maybe take some time to also protect the edge from erosion... Maybe not have the cycle way go through the driveway to the car park... at present we inch out very slowly as it is difficult to see. Definitely more car parking on the sea side - as there will be more users and you don't want people just parking in the entrance way like they do when the car park is full now - I've seen that happen a few times.

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



Cobham drive consultation - walking and biking improvements
Submission

194

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Taryn Playle	Miramar	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Great to utilise such a beautiful area and make it a destination. Please keep as many car parks as possible at Cobham Drive.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

If you have travelled along the existing shared path recently, did you:

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Yes

Do you support these changes to the off-street parking area near the Troy Street roundabout?

No

Comments:

Apologies, I misunderstood where the off-street carparking near Troy Street Roundabout. I am a frequent user of this carpark. Please read this with my previous submission. In Summary, 5 car parks are not enough (see picture attached)

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?
Comments:

Overall, do you support the proposed changes on Cobham Drive?
General comments:

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



**Cobham drive consultation - walking and biking improvements
Submission**

195

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
A Stewart	Maupuia	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

I would use this path more often as a split path as I wouldn't have to worry about being in the way of cyclists all the time.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Please minimise use of flax planting near walking paths - speaking as a clumsy person, this is a big tripping hazard!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

196

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kevin Smyth	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Not sure

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Not sure

General comments:

My priorities are on egress and access across Cobham Drive, with everything else secondary. In simple terms using a child as an example who has to make a decision to cross this main Road/ State Highway. Beautification versus safe access/egress should not be done at the expense of a child who is injured or worse when a designated Bridge /Access way could have been provided in a prior planning stage as now.

Cobham drive consultation - walking and biking improvements
Submission

197

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Malcolm Gunn	Karori	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Keeping the cycle route separate from the pedestrian route is essential to make the walking/cycling experience good for all users.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike Run

Comments:

I use the route for running and cycling. Usually only East to West on bike - use road when heading East on bike.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Used mainly for selling cars - not really a good use of road.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

That would be great! Wellington needs to celebrate creativity.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It's about having choices. Recreational (vs fitness) cyclists would use the marina route, I think. It's a place of visual interest. Great idea!

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Success here should greatly encourage people new to cycling. As part of a commuting route it should encourage people to cycle to work. Congratulations on your vision!!!

Cobham drive consultation - walking and biking improvements
Submission

198

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ingrid	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: There is usually room for all, so while I support this change it's the getting onto the path that's difficult and I think a higher priority.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: I usually bike and very occasionally walk it

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

It's a nice road from the airport

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Are there that many slow speed bikers? Potentially on the weekend? I bike daily and it's almost all school kids and people commuting by bike.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Getting onto Cobham drive from the miramar end is an accident waiting to happen. You either stay with the traffic and turn onto it at a busy point just before a corner (at the start of Shelly Bay rd) or go onto the footpath in miramar itself and cross two roads as a "pedestrian". Freaks me out and talking to other cyclists I meet there, they feel the same. Getting on and off Cobham drive safely is the most important thing.

**Cobham drive consultation - walking and biking improvements
Submission**

199

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Neale Dickson	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Get on with it.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: Get on with it.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Just make it safe for cyclist

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Get on with it.

Cobham drive consultation - walking and biking improvements
Submission

200

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Cooper	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

The current path is narrow and there can be conflicts between on coming cyclists and/or oncoming pedestrians using the path at the same time.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Have found that cycling from Miramar town centre there is a level of uncertainty and conflict with parked vehicles to gain access to the shared path when crossing over the road lane.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Have not seen the proposed design solution so cannot commit either way. Would be good to retain the view on the path from the sea wall.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

retaining a shared path for cyclists through the evans bay marina provides a more direct route for those going towards Oriental Parade, and is safer for them in terms of using the road.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

There needs to be more consultation from Council involving ratepayers on providing pedestrian access between the sea side of Cobham Drive to the ASB events centre.

**Cobham drive consultation - walking and biking improvements
Submission**

201

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Harriette Mangin	Strathmore Park	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

As long as there is clear separation of pedestrian and bike paths I think it is great. The current set up is fine, but enhancing it to be wider and separating the two is great!

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Most of these carparks are cars left there for sale. I support reducing the numbers of parks.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

I like the idea of a recreational riders zone, however as long as the existing cycle lanes on the road remain in place (for biking commuters to ride at speed) then it is a great idea.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

202

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jevon Wright	Roseneath	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Run

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

203

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fiona Hoang	Kilbirnie	as an individual	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

It is desirable and important the design and details of the walking path reflects and enhances the natural coastal environment of Evans Bay. e.g. Having the path with natural surface textures, soft on our feet and meandering along (rather than straight or too exacting curved lines). Having several textures on the footpath, from limestone to harder shell topped concrete may be appropriate if this concrete is limited to areas near parking where disabled people are being assisted along the walkway.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

Walking east, from St Pats end, the view is towards the industrial buildings. It would enhance the walk if the path somehow angles towards Miramar more and even the sea. There are the Wind Sculptures that are placed in the water, which draw attention to the sea away from the industrial buildings. More of this, in the water sculptures or even a platform out, at the west end of Cobham drive may be warranted. The width of the proposed path is a concern though, as the vegetation between the footpath and the cycleway though windswept is a relief from the hard path. Important then to maintain and enhance the vegetation elements in the design.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

However my comments above about designing

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

General comments:

It is desirable and important the design and details of the walking path reflects and enhances the natural coastal environment of Evans Bay. e.g. Having the path with natural surface textures, soft on our feet and meandering along (rather than straight or too exacting curved lines). Having textures on the footpath, such as limestone is preferred. However harder surfaces such as shell topped concrete may be appropriate if this type of concrete is limited to areas near parking where disabled people are being assisted along the walkway.

Walking east, from St Pats end, the view is towards the industrial buildings. It would enhance the walk if the path somehow angles towards Miramar more and even the sea. There are the Wind Sculptures that are placed in the water, which draw attention to the sea away from the industrial buildings. More of this, in the water sculptures or even a platform out, at the west end of Cobham drive may be warranted.

The width of the proposed paths are a concern though, as the vegetation between the footpath and the cycleway though windswept is a relief from the hard paths. Important then to maintain and enhance the current vegetation elements in the design.

As well more vertical features to showcase the Bay may also be warranted.

**Cobham drive consultation - walking and biking improvements
Submission**

204

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeremy	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I support the change but it is missing the most important thing - a safe crossing via bridge over sh1. The current situation for Evans bay intermediate students is extremely dangerous and this proposal does not solve it

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I support the change but it is missing the most important thing - a safe crossing via bridge over sh1. The current situation for Evans bay intermediate students is extremely dangerous and this proposal does not solve it

**Cobham drive consultation - walking and biking improvements
Submission**

205

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Pemberton	Houghton Bay	as an individual	

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Fully support the proposal, it's about time

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike Run
Comments: Not enough room for both cyclists and pedestrians on the walkway currently

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout?
Comments: It makes complete sense. We need to encourage biking and make space for cyclists and pedestrians, naturally at the expense of some car parks

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Fully support the development of cycle infrastructure in the capital and I think this proposal will be great and hope its used as a stepping stone for more cycleways

**Cobham drive consultation - walking and biking improvements
Submission**

206

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Uli Muellner	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Think this would be great for kids and families

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Think the concept will be a great improvement for bikes and pedestrians and provide a saver commute into the city. Like many others I see a bike/pedestrian crossing to ASB centre (either bridge or tunnel) as essential, I personally witnessed many dangerous crossings in this area. Also a dashed marking in the center of the cycleway could increase safety, didn't see this in the pictures.

**Cobham drive consultation - walking and biking improvements
Submission**

207

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dr Ruth Highet	Hataitai		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

badly needed to make it safer than riding along the footpath, or the track that only exists for part of cobham drive, also badly needed safer access from the sea side of cobham drive to the ASB Sports Centre, as very frequently see accidents so close to happening . the roundabout is very unsafe to get across to so pedestrians and cyclists race half way across to the lawn strip middle of Cobham drive then have to get the rest of the way over.. which can be difficult in peak hour.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

when been raining, the current path gets veyr muddy so don't use the track when walking and go back on the sealed footpath then get very fast cyclists zooming past in a narrow corridor..

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

this corridor could be a real jewel for Wgtn allowing great pedestrian and cycling transits between the Eastern suburbs, and Evans Bay/ Hataitai/Roseneath etc. it would encourage more people to ride bikes or walk if the paths felt safer and were all weather routes. Would also make it much safer for the many 1000s who need to get across to the ASB Sports Centre from the sea side of Cobham Drive , especially the younger children and older population who risk their lives crossing as it is now.

**Cobham drive consultation - walking and biking improvements
Submission**

208

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Craig Ward	Brooklyn	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: <ul style="list-style-type: none"> ● Overall the project looks great ● A safe crossing to Kilbirnie is essential ● Make the crossing at Shelly Bay Road safer ● Future proof the cycle path by making it wide enough ● Clearly mark both paths ● Reconsider the carpark ● Ensure on-road facilities remain ● Consider other details to complement the plans

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments: I prefer to cycle along the road as it's faster.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It's important to split those slower cruiser recreational riders from people commuting and just wanting to get from A to B as quickly and safely as possible.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

209

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jim Ellis	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Important and necessary improvement to separate cyclists and pedestrians on Cobham Drive. Please ensure cycle path wide enough to accommodate growth in usage that will undoubtedly occur when improvements made. As many others have said, access to the improved pathways is an important consideration especially if/when more people start using the improved facility.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

Too narrow and mix of cyclists and pedestrians dangerous

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

Don't understand the purpose of this change (not well explained)

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? No
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

Cobham drive consultation - walking and biking improvements
Submission

210

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Dyer	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

This section of waterfront is an obvious area to provide excellent cycling and walking. It is a shame that the project is not scoped to address the most pressing need in this area though - getting across the too fast and too wide killer road it is beside.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

I frequently cycle as part of an extended commute around the bays either in to work or back home. If travelling east, currently I usually ride on the shoulder of the road as the pathway is too cramped.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

No

Comments:

These car parks need to be removed from the design. They produce an unnecessary area of conflict with pedestrians and cyclists. Entering and exiting cars will produce conflict with passing traffic, adding to potential congestion. There will be plenty of parking at either end for access by people travelling to the area in a motorised vehicle. I would hope that a majority of people visiting were choosing to do so by walking or cycling or similar. There is so little benefit and it ruins the otherwise uninterrupted park-like people space by inviting cars to park there. I do not see any point to these car parks. They are completely unwarranted in my opinion.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Good to see the parked cars remain in between the cycleway and moving traffic. Please ensure there is some surface difference between cycleway and footpath. If the difference is not clear and intuitive we will have more of the difficulties faced around the Wellington waterfront between cyclists and pedestrians which is not positive.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Looking nice!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Don't understand the concept here. If it is to provide a space for recreational, family and less confident riders and pedestrians, it will not work if shared with cars. Cars do not share. They dominate. Most important aspect is to provide a clearly segregated cycleway. Other shared space in the area could be a nice addition, but not good as a substitution.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

There needs to be a connection to the ASB sports center. Ultimately this would be an underpass for MOTORISTS, but that would be stupidly expensive. An exciting and vibrant pedestrian and cycling bridge would be ok too. Crossing Cobham Drive from near Troy street as a person on a bike or foot is the most pressing difficulty with this area. I hope this point will be pressed most heavily with the NZTA and we will see a solution presented soon after this project.

Another point I would like to raise is that I have a concern about the proximity of the cyclweay to the high speed road. As a parent, I would find it stressful and dangerous to bring my young children to ride their bikes with the potential for them to wobble or veer off the curb. A small amount of raised separation or short fence along this edge seems warranted to me. I would see less need for this extra safety measure if the speed of motor vehicles in that corridor was 50kph at most.

**Cobham drive consultation - walking and biking improvements
Submission**

211

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dermot Coffey	Other	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike Run
Comments: Occasional conflicts have arisen between faster cyclists and pedestrians

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: The parking is a good idea and i support its location. The only concern I have is where the access to it crosses the cycleway. It needs to be made absolutely clear here that people on bikes have absolutely right of way

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

A good idea for kids who often use the shared path here

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Looks like a good start. Longer term I think a crossing is essential near the ASB arena

**Cobham drive consultation - walking and biking improvements
Submission**

212

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
A Gough	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: This is great. Would be good to consider how cyclists get to it from Miramar centre without conflicting with traffic e.g. the busy supermarket and petrol station.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Wind protection for the win

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Great. Consider how this extends into Miramar centre

Cobham drive consultation - walking and biking improvements
Submission

213

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous		as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Separated footpaths are needed all along the waterfront round the bays route.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: It is not nice walking with bikes whizzing past

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments: No need for car parking

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments: No need for car parking - separated full size footpath needed

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Use planting to separate all vehicles from pedestrians and provide a sound and visual barrier for pedestrians from traffic.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Shared paths don't work, as all the other ones around Wellington should demonstrate.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Proper safe pedestrian crossing are needed more than fancy landscaping. Slip lanes should be removed. Slow the traffic down.

**Cobham drive consultation - walking and biking improvements
Submission**

214

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Pomstra	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

215

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
P Barlow	Karori	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

Would you please ensure that the walkway cycle path is at least 3.5 metres wide to accomodate both walkers and cycles appreciating that two cycles need passing room.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Bike

Comments:

I use it to walk and cycle. More cycling than walking.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

While I do not use it cars directly on the road on exit points between walk cycleways and public roads should allow at least a clear sight back down the road for 75 metres. I donot want to be sneeking out between vehicles to the road.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

Yes to walk along the wharf. I appreciate that there are vehicles for sale here at times and while essential to have this in the community it does not have to here.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

This needs to be done once and in a systemic manner from Seaview to Ngauranga gorge with a decent walk/ cycle way on the seaward side as much as possible. This includes the Ngauranga to Thorndon section that currently on the Hutt Road with inherent problems with motor vehicles parking and crossing. The decision makers the Council are making decisions for 50 years out stop dilly-dally around but for car parking. Shift the cars out and allow people in to view the harbour.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

While it is great that there will be a slow speed section for children and walkers and mobility users it does not have to have vehicles on it. I know of no section of Wellington that is exclusive to cars as opposed to vehicles currently,so whats to stop trucks going down there.? This is crazy. Think long term and act accordingly.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Yes provided that there a minimum 3.5 metre smooth path for walkers runners cyclists. Need more seats to appreciate the view and stops along the way with low vegetation of native variety if possible ie max of 1 metre high and low maintenance. There needs to be continuity of style of the walkway/ cycle way across the full length from Seaview to Petone. The decision makers are making decision for the next 50 years and must act accordingly. There must be cohesion between all three funders the Wgtn City Council, Great Wellington Regional Council and NZTA to get master plan that is the best possible including input from Centreport. If they do the project once with the right planning and foresight then the Whelly community will be left with an iconic walk/ cycle way that will be the envy of other cities and an added tourist attraction.

**Cobham drive consultation - walking and biking improvements
Submission**

216

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Mellor	Seatoun	as an individual	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Yes, but what is also needed is a safe crossing of Cobham Drive for both cyclists and pedestrians

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments: I most recently walked at night, and the lighting of the path is very poor, particularly compared with the brightness of the road. This needs fixing.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? Yes
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

I can't see any mention of this particular proposal in the online documentation, a strange omission.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

A safe crossing of Cobham Drive is essential; the design needs to be pedestrian friendly in every respect (surface, lighting etc); the distinction between pedestrian bits and cyclist bits needs to be clear.

Cobham drive consultation - walking and biking improvements
Submission

217

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ryan O'Connell	Newtown	Switched on Bikes	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I would like the WCC to consider providing a safe pedestrian and bicycle crossing point to link the airport and Cobham Dve. The current airport to city route using the airport underpass via Rongotai Rd is indirect (especially for walking) and uses too many on-road cycleways and uncontrolled crossing points to be a safe and practical route for cyclists.

Options include:

- 1. Controlled pedestrian crossing lights at the current crossing point by Aberdeen Quay Seawall (between airport roundabout and Shelly Bay Rd)- the footpath is currently dipped and a traffic island is in place to suggest this as a crossing point.**
- 2. Zebra Crossing at the same point.**
- 3. Pedestrian and cyclist overpass at the same point.**
- 4. A cyclist and pedestrian overpasses on to the airport roundabout then a second onto Cobham Dve.**
- 5. Pedestrian and cyclist overpass or controlled stopping point across Cobham Dve within a few hundred metres toward the city from the airport roundabout.**

This addition would encourage more people to cycle and walk to the airport and provide a safe route for those who already do. Auckland, Christchurch and Nelson have bicycle hire depots at their airports. With the addition of a direct route to Cobham Dve a bike hire or bike-share system could become a viable resource to develop at our airport.

Thank you!

Cobham drive consultation - walking and biking improvements
Submission

218

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Ross	Karori	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

No

If you have travelled along the existing shared path recently, did you:

Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

Sacrificing some car parking to make roads better/safer for other modes (particularly active) should be council policy and aggressively implemented.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Only after safe on road routes exist all over the city.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

You're calling this a shared path but it looks like people walking and on bikes will be separated. They need to be. And if so the wording should make that clear.

**Cobham drive consultation - walking and biking improvements
Submission**

219

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gary Gibson	Hataitai	PNP Cycling Club Youth Cycling	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Separated walking and biking paths are not understood by the public in Wgtn. Good signage will help make this work along with different coloured paths to make it easier to understand which one is for walking and which one is for cycling. Currently vegetation is reducing the shared paths; please ensure that bush and shrubs do not reduce the width of the new paths and/or have regular trimming to ensure the paths stay wide.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments: We cycle as a group on a weekly basis along the path. It's a children's cycling group

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments: It is necessary to design the entrance to make it obvious to driver's that they need to give way to cyclists and pedestrians instead of cutting them off

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: More space will be needed for the cycling and walking paths. These parks cause problems at the moment

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Vegetation needs to be trimmed regularly as currently it blocks the shared pathway which causes problems

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

A good idea all round. There has been limited space when traveling along the shared path causing problems. This will encourage more kids to cycle to EBIS school (it's already busy in the morning with kids riding to school)

Cobham drive consultation - walking and biking improvements
Submission

220

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
katia	Newtown	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

This will provide a safer and more fluid experience for walkes and riders

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Bike

Comments:

It's okay at the moment, though it feels quite narrow and tricky to navigate

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

No

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Not sure

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

It depends on what you mean by 'landscaping'. Wind sculptures are great

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Not sure

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements
Submission

221

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Scales	Breaker Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I am a walker and a social cyclist. Generally, social cyclists are wary of pedestrians when using a shared track. Commuter cyclist and sports cyclists are "up against the clock" and are, not surprisingly, less wary; by creating tracks which are good for their needs we will encourage more cycle use in general without "treading" on the toes of pedestrians.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Comments: Can you restrict the use of car parking space to exclude vehicle for sale.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Let's try and make it easy for cyclists to reach the CBD in safety. This is a good start.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I urge the council NOT to create any more cycleways like that in Island Bay; no serious cyclist that I know (eg road-biker) uses it and other cyclists who do, risk passenger car-door injuries; passengers are far more likely than the driver to open a door without checking behind the car.

**Cobham drive consultation - walking and biking improvements
Submission**

222

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Miriam	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

A safer and more direct route via cycle ways from town to the airport (eg. Cobham to Calabar rd bridge/tunnel) would be great.

Cobham drive consultation - walking and biking improvements
Submission

223

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy Linton	Wilton	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Not sure
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

224

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shirley Hampton	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

I had hoped to walk again along the route but bad weather has put a stop to it. I wanted to be more familiar with where the parking at the Troy St roundabout would be, to understand why it is necessary

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk

Comments:

I walked both with my group at the Wgtn marathon clinic and by myself. I have biked it as well but not this year.

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

No

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Not sure

Comments:

See my comment above. I'm not sure why it is necessary. if it is safe, it would be ok, it's just the fewer places that cars can cross over and enter our paths the safer it for us (those not using a car). But if it would be useful to carry a bike or wheelchair to make the route more accessible, that's ok.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Yes, I think so, but am not 100% sure. If it would be used, then fantastic. I might use it!

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

I see that CAN, Cycle Aware Network has said that the cycle and pedestrian paths need to be physically different to discourage people using the wrong path. Agree 200%.

Also, we need a safe way/place to cross from near ASB Kilbirnie over to the far side of Cobham drive and I know this is recognised by the planners. It may be difficult because of the speed that the cars are driving and the not wanting to hold up peak hour traffic, but I think it is necessary. We do it (cross) frequently on a Sunday morning but sometimes newcomers to our group find it difficult.

**Cobham drive consultation - walking and biking improvements
Submission**

225

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pedestrians are people too	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments: Waste of money.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: You state there will be a P180 time limit. Will it ever be enforced??

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Not sure
Comments: Is this necessary? What's wrong with the existing setup - you haven't explained what is unsafe.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

But I would rather money was spent on other things.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Too many cyclists are not careful around pedestrians. If small children start cycling on a shared path it will be a disaster for everyone, as they often wobble around and don't think ahead. Too many irresponsible cyclists already on our footpaths.

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

At the ASB display I was told that there is a "pinchpoint" where the cycleway and pedestrian walkway will run together, with only different coloured paving to define them. Apparently cycling advocates didn't want any kind of barrier. However the staff member admitted that pedestrian advocacy groups were not consulted. Cyclists will take over the pedestrian area whenever they can. I predict fast ones will swerve onto the pedestrian area to overtake slow cyclists. There should be a barrier to keep cyclists away from pedestrians. Cyclists can just slow down around each other, the way car drivers have to wait behind cyclists on the road.

**Cobham drive consultation - walking and biking improvements
Submission**

226

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Mellor		Living Streets Aotearoa Inc.	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? Yes</p>
<p>Comments: Please see the attached document, which I emailed this morning but for which I have not yet received an acknowledgement: it replaces the Living Streets submission sent to you yesterday by Ellen Blake. I have not answered any personal questions below since they are not relevant to an organisational submission.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive?</p>
<p>If you have travelled along the existing shared path recently, did you:</p>
<p>Comments:</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout?</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout?</p>
<p>Comments:</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?</p>
<p>Comments:</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

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

Living Streets Aotearoa



Submission from Living Streets Aotearoa on Cobham Drive footpath improvements, TR 30-17

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **4 April 2017**

Submission

Living Streets Aotearoa thanks the committee for this opportunity to submit on proposals for Cobham Drive footpath improvements.

Living Streets supports the proposal to separate pedestrians from all vehicle users by providing a separated footpath. We recommend that this is designed so that it is physically separate from the cycle path to ensure it remains pedestrian only. The level of service for pedestrians is not stated. The traffic resolution should refer to a 'footpath' rather than a pedestrian track which has no legal meaning.

To ensure that pedestrians have a safe and pleasant walk this clear separation needs to continue all the way into Miramar, and at the western end of Evans Bay.

The footpath width is narrow at only 2 metres considering there is already a mix of users from runners to strollers. We recommend siting all furniture and landscaping off the footpath so it does not become blocked.

Similarly we recommend providing bike parking near to the bike path at points where cyclists might stop to prevent them blocking the footpath or leaning bikes on the seats.

The footpath surface needs to be good for walking and not too hard (i.e. not concrete)– the artist proof has some odd wooden sections that, as on the waterfront, do not make a good walking surface and are slippery in the wet and can become pitted. We recommend including visual high contrast or tactile markers to ensure it is accessible for a wide range of people, and indicating clearly that it is a pedestrian facility, not for cyclists. We recommend providing a better surface for walking.

Safe crossings of Cobham Drive are needed particularly as a separated footpath is likely to encourage more people to walk here. There are already many informal crossing points as desire lines show, and a proper safe crossing is needed at least near Troy St.

Living Streets recommends the removal of the slip lanes/free turns at the only current crossing on Evans Bay Road, and supports the completion of the pedestrian crossing connections all the way to the footpath (including extending the crossing over the cycle lane).

Reducing the speed limit on Cobham Drive, a short section of road, is also recommended to improve safety for all users.

We are not sure what lighting is proposed for the new paths, but current lighting of the shared path is inadequate. The road carriageway is well lit by both streetlights and vehicle headlights, but the shared path is very gloomy by comparison, with the surface being hard to see at night. If the current lighting is retained for the new paths the situation will be worse, since the new footpath will be further from the road and subject to shadowing from the intervening vegetation etc. We submit that the lighting of the new paths be considered as an integral part of the new design – lighting is at least as important for pedestrians as it is for vehicles.

We recommend that the bus stop changes (see <http://transportprojects.org.nz/assets/Documents/TR-30-17-Cobham-Dr-Final.pdf>) be withdrawn because the consultation information says nothing about these changes and the locations of the stops are unclear, as detailed below. If bus stops are proposed to be closed, we recommend that passengers be consulted specifically and directly rather than the proposal being hidden in a resolution that appears to have no significance for buses or their passengers.

Cobham Drive Bus Stop – At All Times North side, commencing 218.5 metres north of its intersection with Troy Street and extending in an easterly direction following the northern kerbline for 12 metres.

There is no marked bus stop that meets this description. From its Troy St intersection, Cobham Drive runs approximately north-west and east, not north – that distance north of that intersection would be in the sea.

Cobham Drive Bus Stop – At All Times South side, commencing 292 metres south of its intersection with Calabar Road and extending in a westerly direction following the southern kerbline for 12 metres.

There is no marked bus stop that meets this description. From its Calabar Rd intersection, Cobham Drive runs approximately west and north, not south, and that distance south of that intersection is along Calabar Rd, not Cobham Drive. There is a bus stop on the south side approximately that distance west of the Calabar Rd intersection, near Jean Batten St.

Cobham Drive Bus Stop – At All Times West side, commencing 471 metres south of its intersection with Miramar Avenue and extending in a southerly direction following the western kerbline for 12 metres.

There is no marked bus stop that meets that description – at that distance from Miramar Avenue (i.e. beyond the Calabar Rd intersection) Cobham Drive runs approximately east-west, so it does not have a "west side". There is a stop on the south side at about the right distance, but that is the same Jean Batten St stop that the previous entry may be referring to.

We would like to be heard in support of our submission.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

**Cobham drive consultation - walking and biking improvements
Submission**

227

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
anon	Hataitai	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

<p>Do you support this proposed change? No</p>
<p>Comments: Priority should be a safe crossing point eg overbridge or lights.</p>

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

<p>Have you recently travelled along the existing shared path on cobham drive? No</p>
<p>If you have travelled along the existing shared path recently, did you:</p>
<p>Comments:</p>

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

<p>Have you recently used the existing off-road car park by the Troy Street roundabout? No</p>
<p>Do you support these changes to the off-street parking area near the Troy Street roundabout? No</p>
<p>Comments: Will you police the time limit? I doubt it.</p>

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

<p>Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No</p>
<p>Comments: Why do you need to remove one third of parks? You haven't explained what the problem is with current access.</p>

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Not sure

Comments:

Depends on cost. It's just a path - hardly a showpiece!

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Do you really think cyclists will travel slowly? Get real.

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

Waste of money. Have you surveyed EBIS students to see how many would actually prefer to cycle to school from Miramar? More effort should be put into a safe way to cross Cobham Drive. Then consider the whole site, rather than this piecemeal approach denying responsibility because it's an NZTA issue. And I'm sure this whole 'consultation' will be hijacked by cyclists.

Cobham drive consultation - walking and biking improvements
Submission

228

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick Morgan	Newtown	Cycling Action Network	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: Retain wide shoulder on SH1 to maintain level of service for faster riders.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments: Route the path on sea side to eliminate conflict with path users.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: All day parking is a magnet for low-value use of this public space.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Can we improve water quality as part of this? Let's not keep dumping runoff into the harbour.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Prefer to separate cycling area from walkers and vehicles. Needs to be suitable for people of all ages.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Bring it on. Make sure path is wide enough for intended use - 3m is too narrow for a popular bi-directional cycling path.

**Cobham drive consultation - walking and biking improvements
Submission**

229

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
William	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Not sure
Comments: Five parking spaces are not worth the bother, they'll only create congestion with vehicles exiting after finding there's no free spaces. Far better to have no parking on Cobham Drive but with parking on Troy St, with people then walking over the mooted pedestrian access across Cobham Drive.

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: Often at present the main users of this parking are car sellers. Not important users in this location.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

The plans show the cyclepath at Troy St & Airport roundabouts following a serpentine path. This whole route will mainly be used by daily users, desire lines should be the prime consideration. The path should follow the most direct route. Landscaping should be fitted around that direct route.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

The marina is sometimes busy with boats being launched etc, not the place for speed greater than walking pace.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

It concerns me that this route is being presented as an "Iconic" route. As a cycle route it will mainly be used by regular riders. I refer back to the review of the Island Bay cycleway. It said council should resist the temptation to focus on iconic infrastructure and instead focus on works to encourage utility and ordinary cyclists. It should extend through the Miramar cutting at least to the first roundabout instead of diverting around into Shelly Bay Rd.

**Cobham drive consultation - walking and biking improvements
Submission**

230

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Island Bay	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments: I strongly support better walking and cycling infrastructure.

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? No
If you have travelled along the existing shared path recently, did you:
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout?
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments: I believe we need to reduce the priority currently given to cars - both on roads and parking.

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

It may cost more but quality infrastructure provides much greater value over time.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

It is important to make cycling more accessible for everyone.

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

231

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
First Last	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach? Yes
Comments:

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade? Yes
Comments:

Overall, do you support the proposed changes on Cobham Drive? Yes
General comments:

**Cobham drive consultation - walking and biking improvements
Submission**

232

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grant Petherick	Miramar	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Bike
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? Yes
Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

Yes

Comments:

Please provide dirt banks to protect cyclists from wind at north end of airport.

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Yes

Comments:

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

Cobham drive consultation - walking and biking improvements Submission

233

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tina Billing	Kilbirnie		No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? No
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout? No
Do you support these changes to the off-street parking area near the Troy Street roundabout? No
Comments: No off street parking in Troy Street, make it a clear way

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? No
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

Waste of money

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Shouldn't go through there

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

Safety first

Cobham Drive and Rongotai Road needed reassurance of safety first

Cobham drive consultation - walking and biking improvements
Submission

234

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rosemary Rae Russell	Kilbirnie	as an individual	No

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change? Yes
Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive? Yes
If you have travelled along the existing shared path recently, did you: Walk
Comments:

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?
Do you support these changes to the off-street parking area near the Troy Street roundabout?
Comments: Make Troy St a clear way Good parking in Kemp St and sports centre

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?
Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout? Yes
Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

Kept it simple and safe for walkers

There is a lot of foot traffic between Kilbirnie and Miramar

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

No

Comments:

Overall, do you support the proposed changes on Cobham Drive?

No

General comments:

Not until Cobham Drive and Rongotai Rd made safer like Buckle St and Taranaki St and Cuba St - lights and crossings like biking around coast but not through narrow suburb streets

More people walk to work and school

Before spending \$4m on walking and biking improve Cobham Drive make safe for walker like Wellington Rd light and crossing end Tacy St entrance to Cobham Drive. End airport bus stops on either side. Make safe place to cross. Reduce speed limit. Should have been done when sport centre built.

Cobham drive consultation - walking and biking improvements
Submission

235

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bernard O'Shaughnessy	Newtown	as an individual	Yes

We plan to build new separated walking and biking paths on the harbour side of Cobham Drive. These will replace the existing shared path and improve access to the area for everyone.

Do you support this proposed change?

Yes

Comments:

We want to understand how you use the existing shared walking and biking path on the harbour side of Cobham Drive.

Have you recently travelled along the existing shared path on cobham drive?

Yes

If you have travelled along the existing shared path recently, did you:

Walk Other

Comments:

Roller blades

We're proposing to change the off-street parking area on Cobham Drive, near the Troy Street roundabout. We plan to provide five parking spaces with a P180 limit to improve access for everyone. We will also relocate the parking area away from the footpath to eliminate conflict with vehicles.

Have you recently used the existing off-road car park by the Troy Street roundabout?

Yes

Do you support these changes to the off-street parking area near the Troy Street roundabout?

Yes

Comments:

We're proposing to change the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout. We plan to reduce the number of parks by 10, leaving 19 spaces with a P180 limit, to improve access for everyone.

Have you recently used the on-street car parking along the seawall area at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Do you support the proposed changes to the on-street parking at the Miramar end of Cobham Drive, near the Calabar Road roundabout?

Yes

Comments:

We're proposing to use landscaping to enhance the paths, wind sculptures and wild surroundings, and turn this area into a showpiece for Wellington.

Do you support this overall urban design approach?

No

Comments:

Plants YES - too many wind sculptures

We're considering adding a slow-speed biking connection for recreational riders through the Evans Bay Marina, so people can stay close to the sea. This would be a slow-speed zone shared with pedestrians and cars.

Do you think it is important to provide a recreational biking connection through the Evans Bay Marina, in addition to the existing route via the shared path or road along Evans Bay Parade?

Comments:

I say build SEAWALLS because of climate change and earthquakes

Overall, do you support the proposed changes on Cobham Drive?

Yes

General comments:

- with reservations.

Get water supply sorted out first and urgently!

YES - put facilities (water/power/sewerage - communication) inside giant seawalls and bike way on top.

Cost \$1.2 billion over 30 years.