



Te Haerenga Roa o Te Aro - Greta Point to Cobham Drive Evans Bay

**Oral submitters report
Speakers - 3 November**

14 September - 16 October 2021

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Feedback



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

Strongly support

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

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

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

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

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

Very positive

Why do you think that?

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

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

Very important

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

Very important

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

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

Principal issue

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

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

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

Current situation

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

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

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

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

Possible solution

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

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

The plan below illustrates the possible solution



Addition of further NIWA driveway

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

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

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

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

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





Feedback



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

Strongly oppose

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

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

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

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

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

Very negative

Why do you think that?

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

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

Important

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

Not important

11/10/2021

Submission for Evans Bay Parade Bike Lanes Stage 2

We wish to be heard at the council meeting.

On behalf of

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

Your Proposal

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

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

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

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

This is total fiction. Reducing parking for residents that don’t have enough is not balanced. Providing no service parks for Trade Vehicles forcing them to drive round and round is not balanced. The proposal does not balance a variety of users just bikes.

Opening

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

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

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

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

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

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

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

Assessment of Stage One

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

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

The reality is very different.

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

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

Global Warming Climate Change Climate Emergency Sea Level Increase

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

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

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

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

Actual Stage One Use

Safety

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

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

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

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

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

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



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



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

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

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



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

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

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



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



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

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





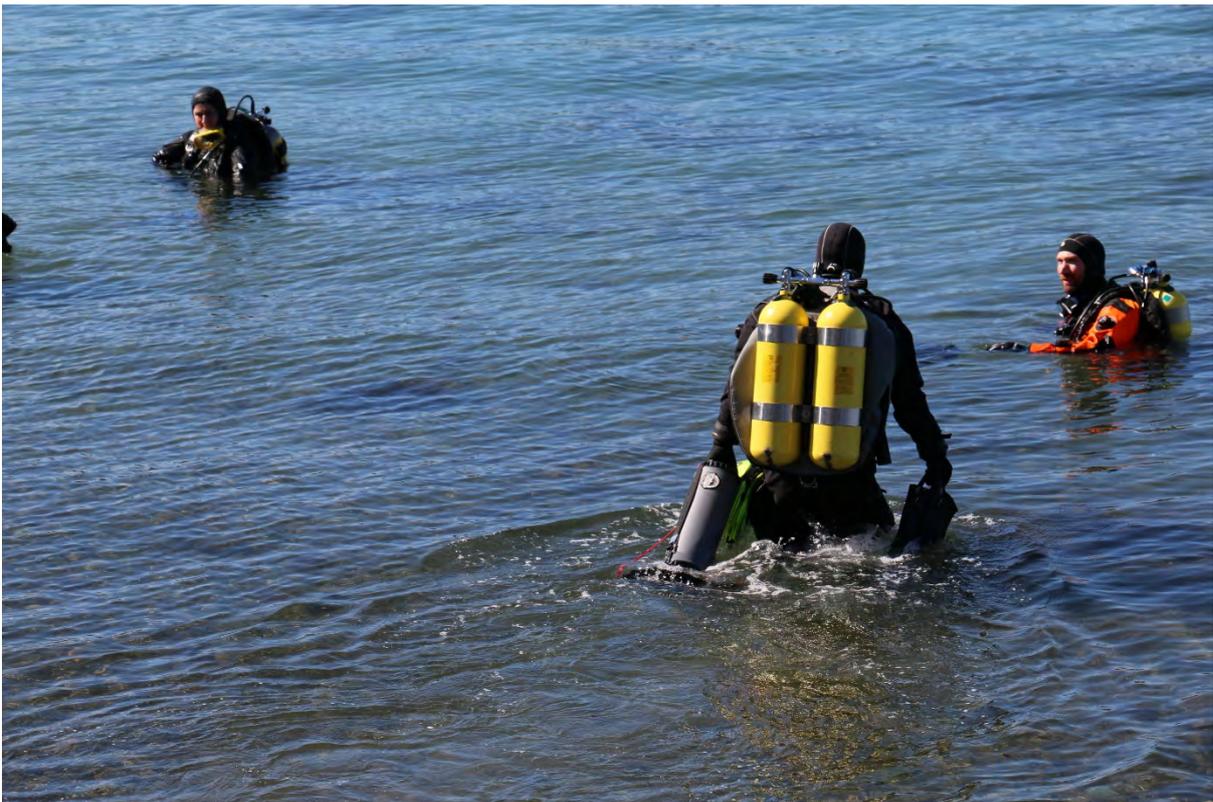
At this section its 9m walkers and cyclists have and still not enough for the bikes.
Again not a bike in the bike lane in sight



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



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



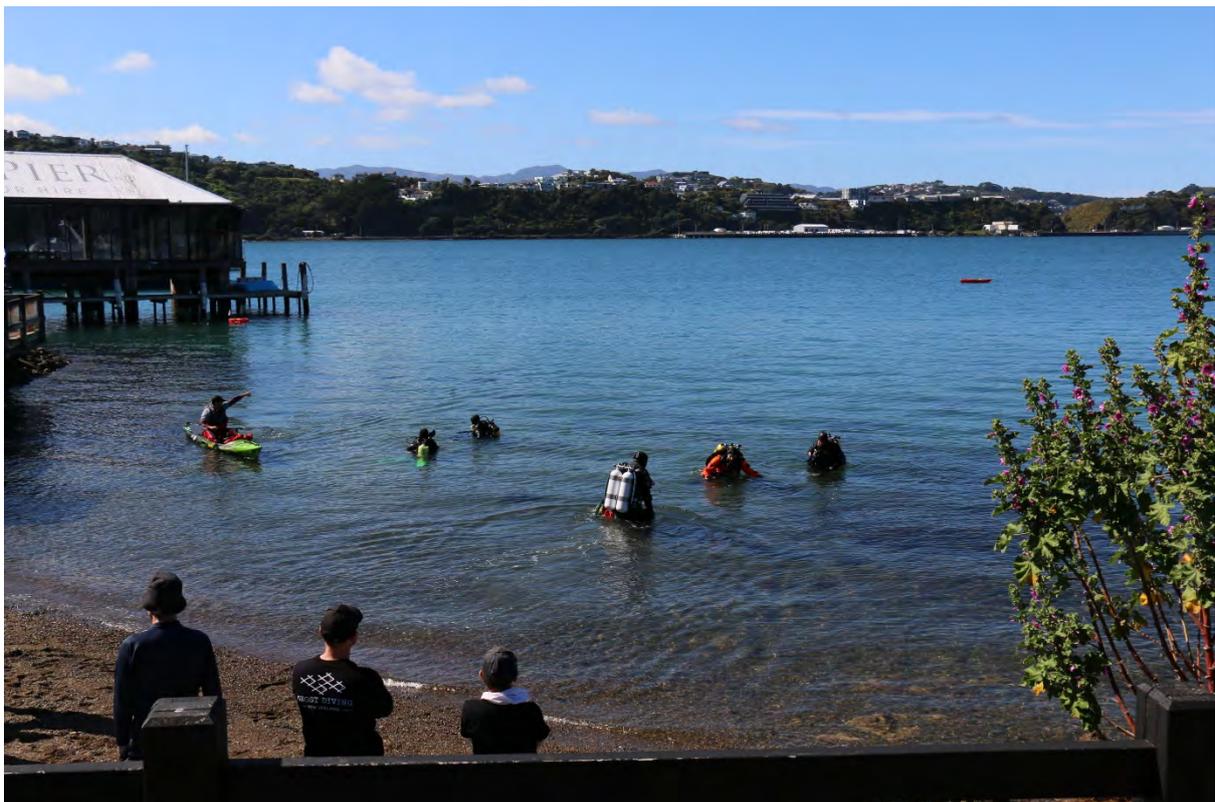
Can they take this on a bus or bike ... No. How far can they carry this.



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



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



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

Walkers

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

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

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

Trucks Over the Centre Line

This was another objective of the plan.

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

Reducing Cars

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

Encourage Bikes

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

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

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

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

Speed

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

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

Area

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

Users

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

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

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

Zones

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

Arterial Route

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

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

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

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

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

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

Resource Consent

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

Biking

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

Placing two high speed bike lanes across the beach side is like a wall to our marine area. The shared path bikes travel slower and it is not problem. Compromise can be done shifting parking onto the opposite side of the street between the trees. The narrow path area at

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

Shared Path

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



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

Transition from Shared Path to stage one Bike Lane

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

Marina Area

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

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

Public Boat Launching Area

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

Sea Scouts

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

Evans Bay Yacht Club

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

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

Road Speed restrictions

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

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

Boat Shed Access

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

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

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

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

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

Residential Area

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



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

Measurement of the Areas Use

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

Parking

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

Residential Parking

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

Website submissions

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

Where to from here

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

Compromise

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

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

The Case for Bikes

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

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

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

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

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

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

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

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

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

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

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

The Elephant in the Room

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

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

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

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

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

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

Summary

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

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

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

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

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

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

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

Submitter

Doug Brennan

0274729714

wqtdoug@gmail.com

We wish to be heard at the meeting.

Feedback



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

Strongly support

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

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

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

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

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

Very positive

Why do you think that?

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

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

Very important

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

Very important

Feedback



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

Strongly support

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

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

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

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

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

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

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

What made me write in however was this link:
<https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffnzta.govt.nz%2Fassets%2FWalking-Cycling-and-Public-Transport%2Fdocs%2Froad-cyclists-maps%2Fmaps-popular-cycleways-and-heavy-traffic-wellington.pdf&data=04%7C01%7Cevansbay%40wcc.govt.nz%7C9c72c56bd3cd479e343708d97a8820fc%7Cf187ad074f704d719a80dfb0191578ae%7C0%7C0%7C637675547515816461%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000&data=k4OeFtGWbliC4Bo%2FLNoTztv3UytSYCBmFAHrrT3bGrc%3D&reserved=0>

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

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

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

Finally, can I ask that during construction that a 'sea side' alternative path be provided, particularly for northbound cyclists?

The situation on the path further north is becoming silly, with cyclists to be expected to cross the road twice CBD-bound until the final section is finished.

Thanks for taking this forward,

Andrew Bartlett

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

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

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

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

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

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

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

(As there is no change to that currently I would prefer that left as a 'if needed after close monitoring').

* Will the path outside NIWA be reinstated now, and then dug up again to be changed to concrete with the communications current ducting works, or is something temporary going to be arranged to avoid wasteful double-work?

* Consider an 'innovating streets' approach to validate the layout with a move of the curb via 'crocodiles' providing a southbound cycle lane and the final no-parking restrictions.

The biggest risk for a cyclist when riding on the road here is where you come, as speed, up to a stream of parked cars. You have to slip back into the traffic safely. With parking removed much of that goes away.

By moving the southbound cycleway into that space you can validate where everything should be while providing a practical facility, even where there isn't 2.5m between the old curb and where the new curb would be. This will also help a lot during what will be a long construction period.

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

Very positive

Why do you think that?

This is an important missing link. I'm a regular commuter cyclist on the existing shared path and it is OK, but rough. It will take some time to construct the changes here so it is important that council starts now to finish the consistent path from the

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Very important	Very important

Feedback



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

Strongly oppose

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

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

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

come up with a different alternative or leave as is do not destroy the yacht club for a minimum of people using cycles .do a cycle check I have

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

Negative

Why do you think that?

checkl the weather who uses it when windy and wet very few with adverse climate changes even less.regardles of what the council or govt decree

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

Neutral

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

Neutral

Feedback



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

Support

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

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

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

Please consider the need for beach visitors from outside the local area to easily access the area, especially Hataitai Beach and Balena Bay.

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

Neutral

Why do you think that?

It is difficult to see how reducing emissions from road transport in NZ will contribute to climate change as NZ's emissions are extremely low compared to large emitting countries.

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

Important

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

Low importance

Feedback



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

Oppose

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

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

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

the width of the cycle lane is excessive in the sections were it comes near Haitaitai beach and the yacht club due to the loss of car parking. This will prevent those using those locations for getting kids and gear there. very differcult to get wet yachting gear home on the bus. I believe a 1m increase in width of the footpath is sufficient and will still enable parking and a 6m road width. the parking by cog park could be changed from parallel to angle parking to double the parking capacity with no impact on the cycle/walkway. those that have boats and sue the facilities need to driva and park there.

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

Positive

Why do you think that?

encouraging cycling and walking rather than cars for commuting. however not all activities such as boating sailing kayaking can be done by public transport or cycling.

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

Important

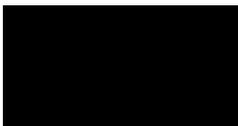
How important is it to have a connected and complete network of biking routes across the city?

Important



Im
available

Feedback



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

Strongly support

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

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

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

Love the parking time limit idea - much of the parking on the road alongside the marina is camper vans and party buses and the like - shouldn't be there.

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

Very positive

Why do you think that?

Its incredibly important to complete the eastern cycleway route all the way tot the city to a high standard. It would be ludicrous to have this ongoing gap at Hataitai beach/Greta point.

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

Very important

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

Very important

Feedback



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

Strongly support

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

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

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

1. The footpath width needs to be a minimum of 1.8m, not narrowing down to not much more than a metre as it does in places on the new stretch of path to the north 2. The footpath surface should not be the rough, unforgiving and hard-wearing reinforced concrete as elsewhere on the new cycleway-related footpaths. That expensive surface would be much for the heavier and more damaging wheeled vehicles and devices, their users cushioned by rubber tyres/suspensions, which walkers feet are not. That said, surfaces on the bike and walking areas still need to be differentiated. 3. There needs to be a decent amount of seating, with backs to lean against 4. By default all pedestrian crossings should be on platforms, providing a level surface for those crossing and slowing traffic down 5. Again by default, at all driveways and side roads (the latter not applicable on the particular section) it needs to be made clear to drivers that pedestrians and cyclists have right of way.

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

Very positive

Why do you think that?

Facilitating active modes is an important part of climate change strategy.

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Very important	Very important

Feedback



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

Strongly oppose

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

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

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

I don't see any cost benefit analysis on this proposal. It seems to benefit only a small group of people who will find it slightly easier to bike the route than before at great cost to local residents, business users, and recreational users of the area. The majority of recreational users of the area to ocean activities and dog exercising rather than cycling. Furthermore, the area has an already narrow street profile. This is not a city like Christchurch wide nice wide streets with rows of trees planted the middle. This is an ill conceived concept that will have net negative utility for Wellington residents. In particular access to ocean activities such as sailing, kayaking, open water swimming, boat sheds, waka ana, relies on easy access and reliable parking to get gear to the location of interest. The freedom camping provision in the area should be terminated if this proposal goes ahead to reduce demand on parking which is drastically affected.

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

Neutral

Why do you think that?

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

Not important

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

Not important

Feedback



NAME: Matt Flannery	SUBURB: Hataitai	ON BEHALF OF: Kupe Canoe Club	ORAL SUBMISSION Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Support

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

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

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

There needs to be better recognition of the recreational users of the area at Hataitai Beach and the kayak club.

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

Positive

Why do you think that?

Great facility but the implementation needs to integrate with other recreational at the beach and harbour.

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

Important

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

Important

Kupe Canoe Club

Firstly, this is a poor survey as it allows no space to provide additional feedback.

Whilst supportive of the overall network, the proposed implementation doesn't current reflect the unique features of the area that will have restricted access. There is a need to achieve balanced recreational opportunities within the city, including access to the beaches and harbour.

The loss of parking will significantly impact existing users of the beach and kayak club. The Greta Point area is the most heavily used area of the harbour for kayaking and the beach is a great asset for the area.

Parking is already a significant limitation in the area and bicycles and public transport at 1 hour intervals doesn't really work with kayak gear and paddles, let alone someone wanting to bring a kayak to the beach.

Whilst there is a plan to go to 180min parking at Cog Park this will not provide enough access to this area.

We request that you consider other options to generate additional parking in the area to allow other recreational pursuits that rely on the area to be able to continue.

Matt Flannery

On behalf of Kupe Canoe Club

Feedback



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

Oppose

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

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

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

I like most of the plan a lot. But taking the bike track around the seaward side of NIWA would make a lot more sense than keeping to Evans Bay Parade. It would enable keeping some carparking on the Parade gaining the support of local businesses and those who need to park. Keeping the footpath on the Parade would completely separate walking from cycling, providing a safety for both groups. It would be a more scenic route at the water's edge for cyclists. Support, safety and scenery--win,win,win.

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

Very positive

Why do you think that?

The more attractive cycling is made the more people will use this mode of transport instead of fossil-fuelled vehicles.

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

Very important

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

Very important

Feedback



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

Strongly oppose

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

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

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

You need to fix our pipes. This plan removes access to recreational water activities. You're spending money on the wrong thing and taking away recreational activities. Your being blind with arrogance and its sad because you're not listening to the people. You're on your own agenda with blinkers on. You're not a deity, your funded by us - open your ears and listen to the people.

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

Very negative

Why do you think that?

Ultimately, you are making people who want access to the water travel further, possibly even out of Wellington to do so. You've just increased emissions. More people need to drive to water activities. You're only thinking of those wanting to cycle past wa

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

Neutral

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

Not important

Feedback



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

Strongly support

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

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

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

In-lane bus stops are great! We should not be prioritising private vehicles over busses when it comes to usage of the main traffic lane. The cycle lane: please ensure the asphalt is flat and ironed even, just like motor vehicle roadways are. This is important for a smooth, fast, easy ride, and will attract more riders.

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

Very positive

Why do you think that?

Making walking, cycling, and public transport fast and comfortable is what will get people to drive less often.

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

Very important

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

Very important

Feedback



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

Strongly support

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

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

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

I would like to see more feeder lanes for bicycles coming from the city to turn right onto Rata Road and Belvedere Road - I use this route regularly to bring me back into Hataitai and currently there is no allowance for me to stay on the road and take a right turn onto either of these roads. It would also be great to see a pedestrian crossing at the corner of Wellington road and Evans bay road (coming from Hataitai) I can see a pedestrian crossing on the other side to join Cobham Drive but non on the upper side. We walk and bike along this route very regularly coming from Hataitai and I would be nervous of my kids doing it by themselves without a proper crossing in place.

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

Very positive

Why do you think that?

it will encourage more people to use the bike path all the way to the city. As well as many other active modes of transport.

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

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

Very important	Very important
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Feedback



NAME: Ryan Leatham	SUBURB: Miramar	ON BEHALF OF: Evans Bay Yacht & Motor Boat Club	ORAL SUBMISSION Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly oppose

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

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

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

The removal of a huge amount of car parking in the vicinity of Evans Bay Yacht & Motor Boat Club will significantly impact on the operations of the Club and recreation along this area of Evans Bay Parade and Wellington Harbour in general. Please consider the impact on recreational users of the area. The Wellington City Council Recreation Strategy which was adopted in 2003 aims to: ,Ä Offer an abundance and a diverse range of sport, recreation and leisure activities; ,Ä Ensure these activities are easily accessed, affordable and available year round; ,Ä Ensure the contribution of sport, recreation and leisure events to the city,Ä economic prosperity; ,Ä Encourage participation in a way that increases overall well-being. The current proposal appears to focus on one sport/recreation/leisure activity while limiting access to a range of other activities (swimming, kayaking, boating, fishing etc) who requiring car parking to ensure they can bring the correct equipment to the area.

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

Negative

Why do you think that?

An inability to park at Evans Bay Yacht & Motor Boat Club will result in members having to move clubs. This will result in recreation users having to travel to other clubs such as Muritai (Eastbourne) and Plimmerton to partake in activities. Therefore,

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
Important	Important



Document to support
Evans Bay Yacht and Motor Boat Club's
submission regarding
Te Haerenga Roa o Te Aro



Evans Bay Yacht & Motor Boat Club want to ensure that recreational users of the area are not adversely effected by the proposed changes to Evans Bay Parade.

The Wellington City Council Recreation Strategy which was adopted in 2003 aims to:

- Offer an abundance and a diverse range of sport, recreation and leisure activities;
- Ensure these activities are easily accessed, affordable and available year round;
- Ensure the contribution of sport, recreation and leisure events to the city's economic prosperity;
- Encourage participation in a way that increases overall well-being.

The current proposal appears to focus on one sport/recreation/leisure activity while limiting access to a range of other activities (swimming, kayaking, boating, fishing etc) who requiring car parking to ensure they can bring the correct equipment to the area.

Parking

Facts and Figures

60 car parks (that is all car parks) will be removed from the seaward side of the road between the Clubhouse and the old entrance ramp adjacent to the Coastguard building.

21 car parks (75%) will be removed on the seaward side of the road between the Clubhouse and the northern end of the boat sheds. This will leave 7 parks outside the sheds (5 unrestricted and 2 P10 drop offs).

29 car parks (~50%) are also being removed on the western (residential) side of the road between the Coastguard building and the northern end of the boat sheds.

So, a total of 110 car parks (74%) are going to be removed within 250m each direction of the Clubhouse. And this doesn't take into account the approximately 30 parks that are proposed to be removed from Hataitai Beach which will put further pressure on the remaining parks.

Survey & Numbers

The parking survey completed on 5 and 6 December 2020 does not give a complete picture of the on-road parking occupancy. While this weekend was "sunny", looking back through our records/notes, the 5th of December was windy 30+ knots and therefore club sailing activities for the day were cancelled (at 10:37hrs officially) and the majority of club members did not visit the facilities that day.

Since we have viewed the Parking Survey we have not had much Club activity due to the effects and restrictions of COVID. We have however completed a count on a couple of days when smaller club activities have been happening. These details can be seen in Appendix 1: Parking details.

On site parking

While it might appear that EBYMBC has significant on site parking available for members and visitors, this is not the case on club activity days. The area immediately in front of the Clubhouse is used for rigging and preparing boats before going on the water. On a Club day this is at capacity, see below photos. The area is used for parking when activities are being run in the clubhouse which do not require the rigging area to be used (e.g. meetings), see parking survey appendix for an example of this.



History of EBYMBC

The Evans Bay Yacht and Motor Boat Club was founded in 1919 by a group of enthusiasts who recognised that the location was ideal for sailing and boating. At that time the shoreline was about where the road is now. Three years later, in 1921, piles were driven into the sea for the first clubhouse in the area now covered by the dance floor of the downstairs hall area.

Our 103rd sailing season kicked off at the beginning of October.

EBYMBC currently has a focus on growing our junior and youth participation rates. As at 31 March 2016 we had a total of 25 members under the age of 18 with only 2 of those members participating regularly. As of today, we have a total of 76 members under the age of 18 with 80% of these members participating regularly (at least once, generally twice a week). These junior and youth members come from all corners of Wellington, including as far away as Churton Park and Waiwhetu.

EBYMBC is the only yacht club in Wellington which accommodates sailing for all ages groups and abilities. A member of EBYMBC can stay at the club from their junior days right through until their retirement from the sport while completing all the different stages of sailing in between. The age range of our active members is 6 years old through to 80+ years and we have one person who has been a member since 1950 and is still active in the club. Our Senior members have a wide geographical reach with regular sailing members coming from as far as Otaki and Carterton.



More than just a Yacht Club

EBYMBC is more than just a Yacht Club, from the early days the club's activities have always been supported by members and residents throughout Wellington.

The club facilities are also the home base for the following organisations:

- Wellington Surf Casting & Angling Club
- Sailability Wellington Trust (sailing for those with disabilities)
- Tai Tonga 41 Outrigger Canoe Club
- Tup Radford Intercollegiate Yachting Academy
- Victoria University of Wellington Sailing Club
- Wellington Kayak & Knee Boarding Club
- Britannia Sea Scouts (not actually home base but used regularly for activities)

In recent years, EBYMBC has also helped the following groups with the use of facilities while they rebuilt/established their own homes:

- Wellington Deerstalkers Association
- Wellington Aero Club
- Lyall Bay Surf Life Saving Club.

The EBYMBC facilities are also a core part of the local community, the clubhouse hosts any number of events for locals including funerals, birthdays (from 1st through to 80+), engagement and wedding anniversary celebrations. While there is off street parking which is utilised for these events there are also always vehicles parked on the road as overflow parking.

The current proposal also has a significant impact on the operations of Evans Bay Yacht & Motor Boat Club and its affiliate clubs. Around 1,000 members participate in activities organised by these clubs. These members come from all over Greater Wellington and often need to bring large bulky or wet equipment to and from the facility.



Events

Evans Bay Yacht & Motor Boat Club runs a number of significant yachting events including the following in the past 3 years:

- 6 National Championship Events
- 2 North Island Championships
- 3 Lower North Island Championships
- 6 Regional Regattas

This has involved participants coming from as far south as Invercargill and as far north as Kerikeri. Participants during this period have also travelled from as far away as Sydney, Perth and Japan to attend regattas hosted at EBYMBC.

The above events involved a total of 509 boats (approximately 850 participants) of which nearly 50% were from outside the Greater Wellington area. Many of the participants travelling from outside of Wellington also bring family along with them for the duration of the event, which can be up to a week.



Summary

Whilst we have really enjoyed working constructively with Hilary Fowler, and look forward to continuing this work with the project team. We remain very concerned about the effects on EBYMBC, the affiliate clubs and casual recreational users. In our view there needs to be a balance between the cycleway project and the other recreational users of this area. Simply removing all carparking without viable alternatives will have a huge impact on this important recreational facility.

Appendix 1: Parking details

Counts completed on Saturday 2 October and Wednesday 6 October 2021 by Ryan Leatham (GM at EBYMBC)

For reference to zones, please see attached diagrams and pictures

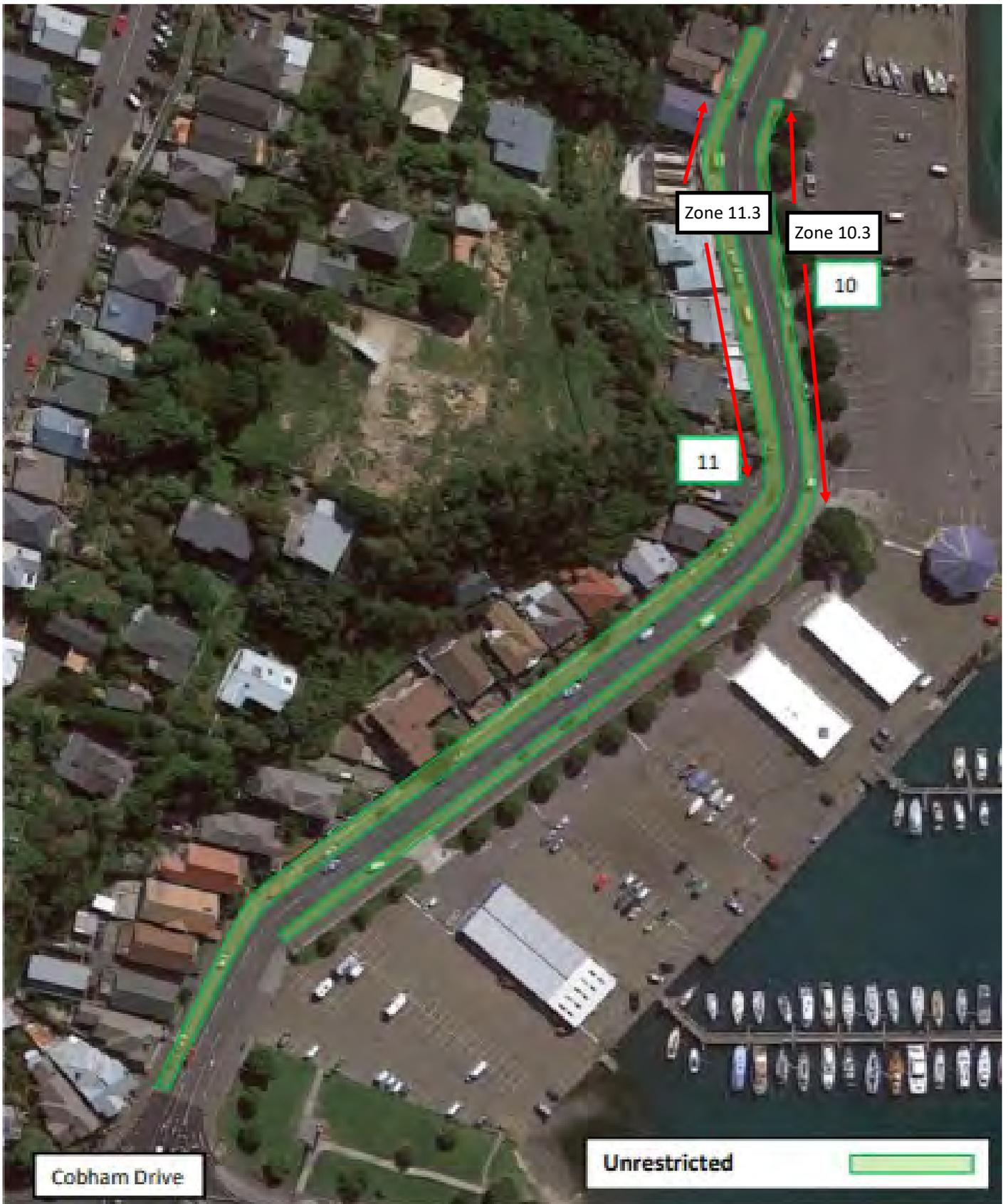
Time	Club to Boudry				Boudry to Boat Sheds				Club to Boat Ramp				Boat Ramp to CG				Other Parking
	West Zone 11.1		East Zone 10.1		West Zone 12		East Zone 9		West Zone 11.2		East Zone 10.2		West Zone 11.3		East Zone 10.3		
	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	Count	Occ %	
0800 hrs	5	71%	10	56%	10	111%	6	21%	13	87%	14	70%	8	89%	6	38%	
0900 hrs	6	86%	16	89%	9	100%	5	18%	11	73%	16	80%	6	67%	6	38%	5 cars without trailers in boat ramp
1000 hrs	6	86%	13	72%	10	111%	6	21%	12	80%	16	80%	7	78%	6	38%	6 cars without trailers in boat ramp
1100hrs	6	86%	12	67%	10	111%	5	18%	10	67%	17	85%	7	78%	7	44%	5 cars without trailers in boat ramp
1200hrs	7	100%	11	61%	10	111%	5	18%	11	73%	19	95%	6	67%	9	56%	6 cars without trailers in boat ramp

Wed (6 Oct) Evening			18	100%			8	29%			11	55%					32 cars parked onsite in front of clubhouse
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Notes: On the western side of the road in the Club to Boudry zone there was on average 4 cars parked off the street on driveways

Parking Zones as referred to in Count document

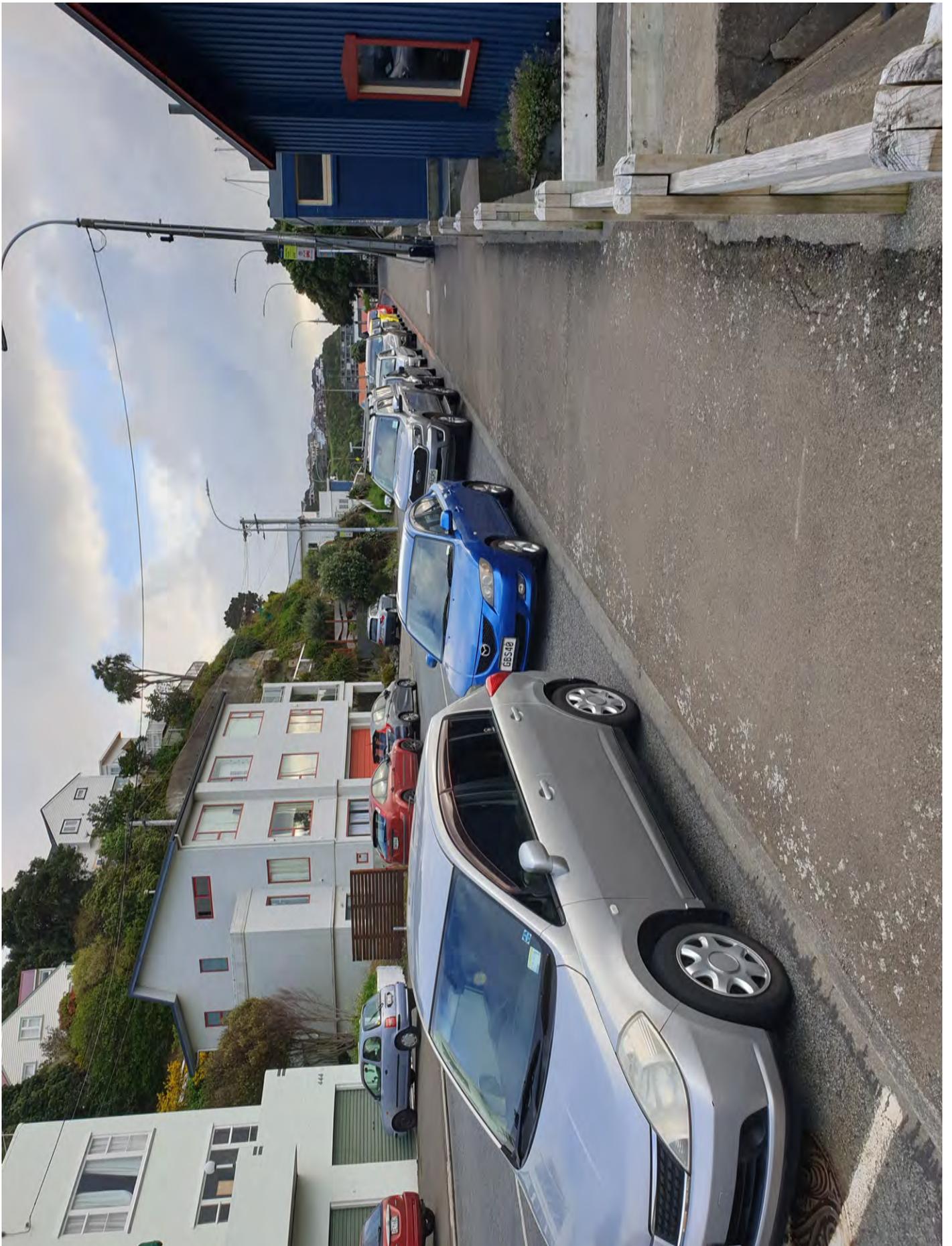






Saturday 2 October, 0810hrs

Zone 10.2: Club driveway looking South



Saturday 2 October, 0805hrs

Zone 10.1: Club driveway looking North



Wednesday 6 October, 1935hrs
Zone 10.1: Club driveway looking North



Wednesday 6 October, 1935hrs
Onsite: 32 Cars



Wednesday 6 October, 1935hrs
Zone 10.2: Club driveway looking South

Feedback



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

Strongly oppose

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

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

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

People of all ages and abilities come from all over Wellington regularly (and especially at weekends) to enjoy the water sports run from Evans Bay Yacht & Motor Boat Club including sailing, kayaking, paddle boarding, sailing for the disabled, wakas and fishing. All of these activities require gear to be brought to the Club which cannot be carried or towed without a car. What may look like parking areas at the club is actually rigging areas for these activities, so once gear and boats have been dropped off, cars must be parked elsewhere. This parking is currently readily available on the road. With the plan to remove the majority of parking in this area, you will be significantly impacting on people's ability to enjoy the harbour that Wellingtonians are so proud of. The parking that will be retained will likely be taken by residents who do not have off street parking, and even they are likely to find parking a challenge particularly when there are no side streets that are not already full. The removal of so much parking will have a serious impact on the viability of all the clubs that use the area; you only need to look at the impact to Heretaunga Boating Club on Petone foreshore since they lost their access to sufficient parking. I also have to question why one part of the Council is looking at accessibility to water activities in the Evans Bay precinct can be improved, while another part of the Council is planning to remove accessibility. Enabling accessibility to some recreational activities (walking and cycling) should not be at the detriment of accessibility to other recreational activities (on the water). This impact seems to be happening along the whole of the proposed route given the impacts to accessing Hataitai beach, and the sea scouts too. I would like to finish by saying that I am not anti-cycling, I cycle around town as much as possible including going to work. However, I am anti plans that will significantly impact my other recreational and fitness activities. Find another solution please.

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

Neutral

Why do you think that?

Adding cycleways may encourage some more people to commute, but I think the marginal increase will not be as significant as other options such as Dunedin's example of electric buses.

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

Important

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

Neutral

Feedback



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

Strongly support

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

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

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

Keep bus stops, don't increase parking. Walking path should not be concrete as it's too hard a surface to walk on

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

Very positive

Why do you think that?

Much safer walking, cycling especially if micro mobility is kept away from walking routes

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

Very important

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

Very important

Feedback



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

Strongly support

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

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

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

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

Very positive

Why do you think that?

Will make it easier to travel safely using low-emissions transport like walking, running, biking or scooting. Design is to a standard that means there is a connected cycleway accessible to nearly all people who want to ride and is connected to places peo

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

Very important

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

Very important

Feedback



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

Strongly oppose

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

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

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

The removal of car parking in this area will undermine the viability of EBYMBC. On days when we sail - there is no parking available at the club (because the area on the premises is used for rigging boats). We have sailors coming from throughout the Wellington region with substantial amounts of sailing paraphenalia. There are no realistic public transport alternatives to travelling by car.

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

Neutral

Why do you think that?

The changes will reduce the number of people travelling to EBYMBC by car, but they just won't go to EBYMBC and may switch to less environmentally friendly activities.

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

Low importance

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

Neutral

Feedback



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

Strongly oppose

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

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

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

Yes , fully disclose your proposed plans to scale and DO NOT remove any carparking rather look for a way to increase the parking

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

Very negative

Why do you think that?

There are points of destination that most citizens wont be able to access without vehicles

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

Important

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

Low importance

Feedback



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

Strongly oppose

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

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

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

The bus stop 6552 will block the view of traffic coming from the south to those attempting to drive onto Evans Bay Parade by those with boats and camper vans. That is not a good idea to put bus stop 6550 in front of the outlet from the boat launching area. In fact the bus stops are too close to the access points from the Evans bay marina and fails to take into account the turning circle of vehicles with boats on them. This failure was proven at the Owhiro Bay boat ramp when WCC engineers put a steel pole in the middle of the boat ramp out let. Both boat ramk outlets must also be widened to make it safer to see bikes and foot traffic. The other problem the WCC is providing an example of cycleway mismanagement as it is taking far too long to complete the work already in progress north of Greta Point. By the look of this plan unless the WCC introduce a better managemnet plan the cost over run will be massive.

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

Very negative

Why do you think that?

The WCC have failed to acknowledge that around the bays is the only way dangerous goods can be transported to the airport and Miramar. This plan makes the road too narrow and dangerous for fuel tankers to move from Wellington to the Eastern bays. The la

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

Not important

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

Not important

Feedback



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

Strongly oppose

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

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

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

I am Strongly opposed to the Greta Point - Cobham Drive proposal as showing stage -2 concept Plan . But I do support and acknowledge that the Cycle way needs to be completed and connected to Cobham Drive . losing carparks at Hataitai Beach and bus stop will affect the members of the public that kayak at 6.00am in the morning, cars stopping using toilets and people with mobility issues having much greater distant to travel to access the beach. No allowance has been made for trade, service and taxi vehicles being able to park close to Boat Sheds and houses. The Evans Bay Yacht and Motor Boating Club is used by many different groups using the club and location for water sports. The club is also used to host events such as functions and meetings, as well as other groups such as an art group. Particularly during weekends the club becomes very busy and the car parking available (when it isn't flooded with high tides) in-front of the club cannot be used to make room for all the boats being used. Therefore the only parking available is that on the main road. Also many of the people who attend sailing are crews and do not own boats themselves and travel from around the region and need places to park. And when the sailing is taking place other water sport enthusiasts such as waka ama and surf life saving need parking as well. The club is also host to major regattas with people attending from across the country which restricts the space available to the club even more for vehicles making room available for boats. Without the car parking, that is now in the proposed plan to be removed, the club would be extremely limited and will be unable to be the highly accessible, friendly and active club that it is. The club has a great culture that is friendly to the public and caters to large numbers of people all year round. It is a great facility that has produced competitors in sailing and surf life saving that represent at national and international level. If the accessibility of the club is removed and isn't compensated for many

many people will struggle to use and access Evans Bay Yacht and Motor Boating Club. Without compromise the club will suffer. The vibrancy of the harbour will be jeopardised and therefore the vibrancy of Wellington as a whole. The club and its facilities are a major asset to Wellington City and Wellingtonians, including those who use it for non water based activities, and without the parking accessibility this can very well disappear.

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

Very negative

Why do you think that?

Well since you asked, Cycle lanes can help the city to be more accessible but at the expense of cars, parking and therefore freedom for consumers and the working of people of this city is NOT progress. Rather it would be a total regression for this city.

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

Important

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

Important

Feedback



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

Strongly oppose

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

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

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

Proposal is contrary to the promoted purpose of the changes. Reduced parking will significantly reduce, not improve, access to businesses and recreational facilities to the point that only people who can bike or walk will have ready access. The proposal therefore discriminates against people with disabilities or ill health, against families with young children or who support elderly relatives and friends and Wellingtonians who live in suburbs too far away to bike or walk. In these situations travelling by bus is not a viable option. The proposal significantly impacts on access to water sports. A car is the only option to transport kayaks, SUPB, and sailing gear.

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

Very negative

Why do you think that?

Walking and biking are not viable options for most people. Therefore, if they can't park near beaches in Evans Bay they will travel further by car to more accessible beaches.

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

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

Low importance	Not important
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Feedback



NAME: Dr Marion Leighton	SUBURB: Newtown	ON BEHALF OF: Doctors for Active, Safe Transport	ORAL SUBMISSION Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

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

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

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

Please ensure there is a physical barrier between the pedestrian footpath and cycle lane. If it is just different colour tarmac then pedestrians tend to wander all over the cycle lane driving cyclists back onto the road.

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

Very positive

Why do you think that?

Anything that helps encourage people to use non-private car transport will help our emissions. Making the space feel safe for people on bikes and foot will be great.

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

Very important

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

Very important

Feedback



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

Strongly support

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

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

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

Protected cycleways on this route are long overdue. The harbour edge is a jewel for people walking and cycling and we need the parts of improvements already completed connected to form a network. I remember riding around here on the footpath with my mum around 1989 and she was hit by car driver pulling out of a driveway, so I'm pleased to see this finally being made safer.

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

Very positive

Why do you think that?

We need transport mode shift

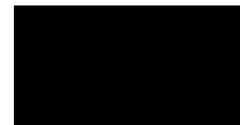
How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

Very important

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

Very important

Feedback



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

Strongly oppose

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

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

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

jkb

I am writing in about the proposed changes to Evans Bay parade. I went to fill in a survey on line, got as far as my name, suburb, age group and pressed next. Then I got a message saying thanks for letting us know what you think. I didn't get a chance to say what I thought – not impressed.

I would like to speak to my submission please.

I understand what the council is trying to do but don't support the way that it is being done. There is too much listening to the cycle lobby and not enough consideration of other users. Cycling isn't the silver bullet. The council should be more focused on bus priority lanes (which shifts more people), a reliable bus service and less money spent on the 76% who 'could cycle' not 'would cycle'.

I do not support the current design proposal.

- Once again the council is putting cycle lanes ahead of every other user of the space.
- There is a lovely bit in the blurb that says "Confident riders and recreational groups may still choose to ride on the road". This is a joke especially when the aim of the project states "To make the cycle lane accessible by all ages and abilities". How does this fit when the road has been made more dangerous for all users and using the cycle lane isn't a viable option.
- The design ignores the safety of confident and recreational cyclists with the creation of pinch points. The very thing the Brooklyn Road cycle lane was introduced to supposedly make

safer. Yet, here is the council actually introducing pinch points. This will pitch cyclists with cars, buses and trucks as well as oncoming cars, buses and trucks. Extremely dangerous.

- This design also exposes cyclists on the road to verbal abuse by drivers and passengers of vehicles that can't get past the peloton travelling at 30-40kms. These cyclists are not catered for by the cycle lane.
- The designers seem to have forgotten that this is a major route for dangerous goods. Those trucks can't use the Mt Vic tunnel. The road will be so narrow (not sure that it meets the minimum lane width) that it will be interesting to see how a bus and a truck get to pass each other. Particularly when faced with a cyclist on the road at the pinch point.....
- Not sure the picture showing the road narrowing to almost one lane with pedestrian refuges sticking into the road and a speed bump is good design on a major road. Surely this isn't the proposed design? This is sounding like two wheels good, four wheels bad.
- Why is the council supporting the removal of bus stops? Surely the point is to have more of them to encourage passengers to use them. The upgraded bus system has actually resulted in more car journeys in my area because the system is unreliable.
- Poor consideration of all other users. This design will severely impact swimmers, kayakers, fishers, paddleboarders, sailors, walkers, businesses, residents, cyclists and the clubs that support these activities. Not very community minded by the council.
- This will make it more dangerous for those pulling out onto the road from the yacht club, homes, businesses.
- Raised pedestrian crossings don't make sense on what is ostensibly an arterial route. It only encourages pedestrians to walk onto the road without looking. It plays havoc for those confident and recreational cyclists. If you want to reduce speed why not just lower the speed limit? This approach is like using a wrecking ball to demolish a sandcastle.
- Removing too many car parks. If there was more parking on the seaward side, then fewer people would need to cross the road.
- There is no allowance for those cycling to/from the side streets. The design is based on a Miramar to the city journey and doesn't allow for those wanting to take side trips. How does a cyclist access Rata, Belvedere and Maida Vale roads safely from the cycle lane? How does a cyclist get from these side roads onto the cycle lane? Put the cycle lane on road in the direction of travel at the very least.
- I am not a fan of two way cycle lanes. I am a confident and experienced cyclist but am terrified by those 'head down, must improve my last time, pass everyone else' cyclists that don't give a fig for any rules, anyone else and can't keep to their own lane. If you have 2 cyclists coming at each other at 25kms/hour and that's quite a collision when one is on the wrong side of the cycle lane because they are passing someone slower. I'd rather take my chance being abused on the road.
- There should be no removal of existing trees. To do so smacks of bad design. I thought this council was a green one. It is possible to design around the trees. We are always being told about 'good design'.
- Please make any planting less boring than the planting plan along Cobham drive. This is the most uninspiring planting I've seen in ages.
- Please make any lighting adhere to Dark Sky Lighting rules. This will still provide light AND protect the biodiversity/environment which are all impacted by climate change about which the council has declared an emergency.
- Please forward a copy of the independent safety audit when it is available.

I cycle everywhere (in all weathers) and occasionally drive. I am not satisfied that the proposed design makes it safer for me as driver or cyclist. It does not encourage me to consider using it.

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

Why do you think that?

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

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

Feedback



NAME: Jonathan Coppard	SUBURB:	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

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

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

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

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

Why do you think that?

How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
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Evans Bay - Greta Point to Cobham Drive

Cycle Wellington submission

We would like to make an oral submission. Please contact info@cyclewellington.org.nz

General feedback

1. Cycle Wellington strongly supports the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive.
2. The proposed changes will deliver positive improvements for all users of the area.
3. This section of Tahitai will complete the final missing link in the cycle route to the eastern suburbs, supporting behaviour change and reducing emissions. Investing in active transport infrastructure supports the WCC Te Atakura climate action strategy.
4. Cycle Wellington supports this addition to the Te Aranui o Pōneke / The Great Harbour Way vision becoming a reality.

Specific changes

5. In some sections, the proposed two-way path has tight, short-radius bends that will likely cause unsafe situations for cyclists traveling in opposite directions at these locations. Specifically: bus stop 6552 opposite Rata Rd, and also at the historic boat slip. The curve radius at these locations could be increased by realigning the kerb. This would only involve the potential loss of a single car park (at the boat slip).
6. No provision is given to allow cyclists to leave and join the proposed cycle path from Belvedere and Rata Roads. Connections from Hatatai into the city are currently very poor, so we would like to see improved connections as part of this project. This could be provided for by installing kerb ramps immediately across from these intersections and expanded kerb space to provide a safe area for waiting and merging.
7. Additionally, kerb ramps should be installed on the approach to Cobham drive, allowing cyclists to transition onto the road in order to use general traffic lanes to travel straight ahead and turn right. This would also provide a way for on-road cyclists to transition onto the new path.

8. We don't think that a standard kerb will provide sufficient protection of the proposed cycle path from out-of-control vehicles, or from illegal parking. There have been at least three^{1,2,3} recent incidents where motorists have left the roadway and ended up in the ocean around this area. With an anticipated increase in active travel following this work, there should be ample protections afforded to ensure heavy vehicles stay in their lanes. Some popular locations on the route, like Hataitai Beach may need extra physical separation to stop pavement parking. We hope some of the appealing planting treatment from the Cobham Drive path can continue through into this project in places as well.
9. Cycle Wellington supports making the footpath surface comfortable for people walking and running. There needs to be a clear differentiation of the bike lane from the footpath. Ensuring the footpath surface is not less appealing or comfortable to use than the asphalt used on the cycleway, will help reduce the chance of conflict between people walking and people wheeling.
10. The council should explore other avenues to mitigate the reduction of on-street parking for car users in the area. We note that there is often a surplus of parking in the council-owned land in the marina.

¹<https://i.stuff.co.nz/motoring/news/117633990/car-goes-off-road-falls-into-water-and-onto-rocks-in-wellington-harbour>

²<https://www.nzherald.co.nz/nz/ute-tries-to-take-late-night-dip-in-a-wellington-bay/D5TMGGS5FPDMUZKM3YFRIHQLIA/>

³<https://i.stuff.co.nz/national/300133943/person-treated-for-injuries-after-vehicle-crashed-into-wellington-harbour>

About Cycle Wellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 2,000 members and supporters.

Nā mātou noa, nā Cycle Wellington
14 October 2021

Feedback



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

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

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

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

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

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Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
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Submission

Greta Point to Evans Bay Cycleway

Introduction

My name is Adrienne Linney and I am a life time resident of the Eastern Suburbs. I grew up in Hataitai and currently live in Seatoun. I am not opposed to cycleways. I believe that cyclists and their families have a right to travel around our beautiful city safely.

We live in an amazing city. As a lifetime Wellingtonian, I am very aware that we don't generally choose to live in Wellington for its climate. One of the big attractions is its natural environment, particularly the harbour and the variety of recreational activities it offers, close at hand.

I am increasingly concerned by the divisive nature of discussion around proposed cycleways and climate change. It seems that if you have an issue with the loss of carparks you are immediately labelled as anti-cycleways, and by inference, resistant to social change. It has become a very black and white argument. This would be greatly reduced if cycleways were planned to take into consideration the other many recreational users of our city's resources, not despite them. Many recreational users choose to, or need to, use a car to access their chosen activity.

Electric vehicles and hybrids are environmentally friendly and, together with cycling and walking, are the way of the future. Not cycling and walking exclusively.

I wish to formally submit my objection to the current proposal for the cycleway/shared walkway between Greta Point and Evans Bay. I set out below my concerns and related alternative design considerations.

The Area

The stretch of road from Greta Point to Hataitai Beach services a very busy area, with a large range of, well used, amenities.

It includes

- The Greta Point Café,
- The only fenced dog park in the Eastern Suburbs,
- The heritage site Patent Slip,
- The Wellington Cadet Centre,
- WCC tennis/basketball court,
- Cog Park, and
- Hataitai beach.

The area around Patent Slip, extending across the road to the old wharf, is a protected, heritage site. It contains the remains of New Zealand's first patent slip, which opened in 1873.

The beach area on the edge of Cog Park is the site of the original TEAL Flying Boats that operated from 1950-1954, with the remains of the TEAL wharf still there. The Wellington Cadet Centre is based at the site of the old TEAL terminal. This is an area of historic interest, although not classified as a heritage site.

The grassy area of Cog Park is used from time to time for public events (most recently the circus) and has a public tennis court/basketball court adjacent to it.

Hataitai Beach is a small, sheltered beach surrounded by Pohutukawa trees and moored yachts. It has been a popular beach for Wellingtonians since the early 1900's, when it had its own jetty and pontoon. It's amenities now include changing rooms, showers, and steps leading down into the water, all directly accessible from the road and wheelchair friendly.

The Users

This area is used by a vast range of recreational users.

Greta Point Café

The Greta Point Café is frequented by locals, recreational users of the area and visitors from outside the area. During the week a lot of the people who go to the café are elderly. Due to its beachside location, it is often the destination for families taking out an elderly relative.

The Dog Park

The dog park is a popular destination as it is the only fenced dog park in the eastern suburbs. A lot of dog owners choose to take their dogs to fenced dog parks for exercise because their dog is unable to be walked on the footpath. This can be due to the age or disability of the dog or the age or disability of the owner. I have an elderly dog that is unable to walk on the footpath for any distance because she drags her back legs. Of necessity I drive her to the dog park and need a close, safe, place to unload and load her.

Wellington Cadet Centre

The facilities at the Wellington Cadet centre are used by the cadet unit TS Amokura and the Kupe Canoe Club. These facilities have a capacity of 100 people and are available for hire. They have been used in the past by the council, for public meetings and other community events, and have also been used as a polling booth in some past elections.

Cog Park

The tennis/basketball court adjacent to Cog Park is popular for young people and often busy.

Cog Park is zoned Openspace A and, as already mentioned, is used by the council for public events and travelling exhibitions.

There is a small slipway at the northern end for launching boats.

Hataitai Beach

Hataitai Beach is arguably the safest beach in Wellington. It is sheltered by the hills of Hataitai and Greta Point, shallow and has a gentle gradient and barely any tidal currents. This beach is safe to swim in even in the most extreme gale force northerly winds.

As a safe, sheltered location, Hataitai beach has an extensive number of recreational users. It is the perfect location for anyone who is a beginner to swimming, or any other water sports, or is otherwise not confident in the water.

The beach is used by families with young children, as well as people learning to kayak, paddle board, scuba dive, snorkel or become confident at open water swimming. It is the beach that open water swimming groups will relocate to on a windy day and over the winter was used by people trying out cold water immersion. In summer, the beach is crammed with users, including families enjoying water sports, and people stopping in on their way home from work for a quick dip.

It is the only beach in Wellington that provides flat/wheelchair access to steps that lead directly into the water – as such it is an important amenity for the elderly and people with a disability. I know of a woman with Multiple Sclerosis who uses this beach because she can get herself safely from her car to the steps and is able to lower herself directly into the water, much like a swimming pool. These people will not be accessing the beach on an electric bike.

Due to the nature of the activities that are enjoyed at Hataitai beach, it is not always possible to walk or use a bike. Kayaks and paddle boards need to be unloaded and loaded safely onto cars. The quantity of gear required and the need for a secure place to store things whilst in the water, means a vehicle close by is essential. Families with young children, elderly and people with a disability will not necessarily be able to cycle.

Parking

In the short distance from Greta Point to Hataitai beach the WCC has four amenities that it has a responsibility to provide safe access to, *for all users*.

- The dog park
- Cog Park
- The tennis/basketball court
- Hataitai Beach

The traffic report commissioned by the WCC for the purposes of the cycleway described Hataitai beach as having “relatively little demand for parking here most of the time”. This is incorrect, the demand for close parking is very high, all year around, and extremely high on warm, summer days.

The report concluded that “The provision of a high-quality walking and cycling route and bike parking will provide more visitors with the choice to get to the beach by active transport mode”. This will be true of some visitors to the beach however many visitors, who choose to actively exercise with water sports, or are elderly or have a disability, will not walk or cycle. The traffic report did not consider any of these users.

The traffic report also did not consider users of the dog park, the facilities at Cog park, or the possibility of Cog Park or the Cadet Centre being used for a public event.

The proposed cycleway will result in the removal of all the current parking at Hataitai Beach (28 parks), 30 parks between Hataitai Beach and the Yacht Club and a further 82 parks between the Yacht Club and Cobham Drive.

Providing only 2 carparks near the Scout hall and increasing the parking on the eastern side of Cog Park from 18 to 20 parks (with a change in time limit to P180) is considered sufficient parking for this area. These *same* 22 carparks are expected to service *all* the many, above users. Disturbingly, only 2 of these carparks will be for the disabled community, they are not close to the beach and one of them will have no time limit.

This is totally inadequate for this busy area and will not be sufficient, or fit for purpose, for the users. As a result, the WCC will be failing in its duty to provide adequate parking, particularly for the elderly and people with a disability, close to its own amenities.

Every popular, well used beach in Wellington is appropriately serviced with directly accessible parking. Hataitai Beach will have no parking. Ironically, the rocky beach area used by people fishing off Cobham Drive will have more carparks than Hataitai Beach.

Alternatives

As I said at the outset, I am not against cycleways. I believe, however, that it should be possible to design a cycleway that accommodates *all users* of the area, not just one group to the exclusion of others. I set out below some design considerations that would enable additional parking for non-cycling users.

- Leave the carparks at Hataitai Beach and have a narrower shared pathway that is a “slow zone” for all users.
- Convert the southern end of Cog park into a dedicated off road carpark (similar to what is available at Balaena Bay). I note that Cog Park is classified as Open Space A (it is not a heritage site), so this would be a permitted use. It is a contradiction to reserve this land for public events but not provide adequate parking for those events.
- Re-route the shared pathway around the coastal side of Cog Park. This area could be beautified and made into a destination that includes historical information/photographs about the TEAL flying boats, the old wharf and relevant Maori history, and provide a tourist link to Patent Slip. This area of the bay is quite beautiful and, having the pathway take that route, would be an enhancement without adding any time to the journey. It is relatively open, and I don’t believe it would be any less safe than the current proposed route, under trees, in front of the Cadet Centre.
- Convert the area between the Cadet Centre and the road (where the existing path is) into an off-road carpark that would service all amenities and provide a safe unload spot for families, sports equipment, dogs, elderly and disabled. The carpark could be set in bays between the existing large Pohutukawa trees.
- Provide some short stay carparks at Hataitai beach and safe storage lockers so that people who use the beach for water sports can pull up, unload and have somewhere to store their gear while they are on the water, with less reliance of their cars.
- Provide, as an absolute minimum, disabled parking at the beach.

Conclusion

The goals of the shared pathway are stated to be.

- To reduce carbon emissions.
- Make it easier for everyone to move around our city.
- Open up our streets for people of all ages and abilities.
- Connect the places where people want to go.

As currently designed, these goals have not been achieved for the wider community.

Reducing carparks does not reduce carbon emissions and it ignores the future use of electric vehicles, which the government is currently subsidising. Ensuring local amenities remain accessible to local users reduces carbon emissions.

Without access, people with kayaks, paddleboards and other water sports equipment will simply drive further, to a beach that is accessible. The elderly and people with a disability will no longer have access to the area and the facilities. People with elderly/disabled dogs will need to travel out of the suburb to an alternative fenced dog park, with suitable parking. If any public events are held at Cog Park or the Cadet Centre, the parking will be utterly inadequate. For these users the area will be closed off and their connection to these places will be reduced and not enhanced.

As proud residents of this beautiful city we all have different needs. Urban development should not service one need to the exclusion of others. You have an opportunity to make this process inclusive and not divisive. To connect *all people* to places, not connect some whilst creating barriers for others. This is just the beginning of a process to create an extensive cycleway network around our city. Let's create something inclusive, that is a real asset to our city and its residents.

Please take the time to consider the needs of all the recreational users of this area and include them in the design.

Adrienne Linney

Email: adeslinney@gmail.com

Mob: 0274223350

14 October 2021



Feedback

NAME: Ellen Blake	SUBURB:	ON BEHALF OF: Living Street Aotearoa	ORAL SUBMISSION Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

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

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

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

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

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Why do you think that?

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How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?	How important is it to have a connected and complete network of biking routes across the city?
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Living Streets Aotearoa



www.livingstreets.org.nz

**Submission to Wellington City Council
on Te Haerenga Roa o Te Aro /Evans Bay cycleway proposal / TR121-21 Evans Bay
Parade, Wellington**

Contact person: **Ellen Blake**
Email: wellington@livingstreets.org.nz
Phone: **021 106 7139**
Date: **12 October 2021**

Overall Living Streets supports these proposals to provide a safer, dedicated footpath and cycle path along this important route. The success of the project hinges on getting the details right and we have made a number of suggestions to achieve this.

Footpath

Living Streets support the proposals to provide a dedicated footpath along this very popular section Te Haerenga Roa o Te Aro of the Round the Bays walk, a favourite of Wellington pedestrians over many years. This will make it a safer and more pleasant walk and accessible to more pedestrians.

We would prefer to see actual separation between the footpath and cycle path, as paint /surface colour is not considered best practice. A textured edge between the two is the least requirement, with space and physical barriers the best practice.

Pedestrian crossings

Living Streets supports the replacement of the pedestrian zebra crossings and informal crossing points with the much safer raised platform zebra crossings. These are shown to reduce crash risk to pedestrians.

We support the new raised platform zebra crossing near 344 Evans Bay Parade which will service the retained bus stops in this area and is important to help bus passengers access the service.

Footpath surfaces

Living Streets strongly recommend that concrete is NOT used to pave the footpath as it is rigid and unpleasant to walk long distances along. A more flexible smooth surface such as asphalt is better for walking. This can easily be differentiated from the green kermit paint marking to identify bike paths (as shown in the designs), and as is used elsewhere in the city and New Zealand.

There is timber decking proposed but the plan is not clear where this will be located. Timber decking often provides a poor walk surface and should not be used on the main walking route.

Footpath width

Evans Bay Parade is classed as a primary/ arterial road in the District Plan and is a popular and busy pedestrian route. For a road of this type a minimum footpath width of 4.5 metres is recommended in the NZ Pedestrian Planning and Design Guide. This is similar to some parts of the original Round the Bays footpath (and latterly shared path), although it varied widely. This width provides for a pleasant walk side-by-side with others, and room to easily pass oncoming pedestrians. Amenities befitting such a significant route such as seats, are also needed where more space allows.

The proposed footpath, although the detail is not great, includes many sections that are only 2 metres wide and a maximum width of 2.6 metres, including near the driveway to the marina and 'free camping' site, and the intersection with Cobham Drive. The only wider and separated section is through the reserve at Cog Park. The minimum width for two wheelchairs to pass each other is 2 metres, which is about 3 people walking side-by-side.

The solution if there is not enough space for adequate footpath width on a primary road is to remove all street furniture from the footpath, and provide no frontage or kerb clearance. This would retain a best practise through route of 2.4 metres according to the guidance. Location of light poles, rubbish bins or other items need to avoid the footpath area along this route.

In addition there is no grade separation between the footpath and bike path in most places. This means fast moving bikes will be right next to pedestrians. Best practice is to provide separation.

Pedestrians and bus stops

Bus stops should be located where people need them and it is debatable that users will find fewer stops, as proposed, convenient.

All bus stops need to have safe spaces for pedestrians to wait and to board from. There are fewer bus stops retained on this route and yet not all have what is referred to in the plans as a 'buffer zone' or safe waiting area.

Belvedere Road bus stop has no safe waiting space and passengers must enter and alight from the bus directly into a cycle path. This is not best practice and has been shown to be problematic on Victoria Street and other places around Wellington. We recommend a redesign to ensure there is a buffer or safe waiting area.

Several bus stops are being removed and we strongly recommend that further pedestrian improvements are made to support the walkable catchment for these stops and allow bus users to more easily access the stops and their destinations.

Cog Park

This is a reserve area. The motor vehicle access is right next to the pedestrian crossing and there is no clear route for motor vehicles.

Vehicle accessways across the footpath need to be clearly pedestrian priority, including at all bus stops, Greta Point and at Cog Park.

Access to the bus stop at Cog Park does not appear well marked out with obvious connectors, and there is no direct route from the park to the bus stop on the other side of the road.

Pedestrian facilities

Seats with backs and sidearms to aid accessibility in all-weather materials (ie not metal) should be included, although there are few locations wide enough to accommodate this except for Cog Park and the small embayment. It is unclear from the plans if any further seating provision will be made in any location along the route.

Water fountains are required at regular intervals on Tahitai Round the Bays.

The complicated slip lane at the Cobham Drive intersection should have a raised pedestrian table zebra crossing to improve safety for pedestrians.

Parking

We support the more equitable allocation of road space and provision for safer walking, public transport and cycling.

We would like to be heard in support of this submission.

About Living Streets Aotearoa

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners, including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see www.livingstreets.org.nz.

Feedback



NAME: Duncan Allan	SUBURB: Khandallah	ON BEHALF OF: Wellington Skateboarding Association	ORAL SUBMISSION Yes
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

Strongly support

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

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

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

See attached document

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

Positive

Why do you think that?

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

Very important

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

Very important



Submission of Wellington Skateboarding Association

To the

Wellington City Council

On the

Proposed changes

Akau Tangi / Evans Bay - Greta Point to Cobham Drive

1. This submission is on behalf of Wellington Skateboarding Association (WSA).
2. We support the proposed changes and recommend further changes.
3. We wish to make an oral submission.
4. WSA is a non-profit incorporated society formed in 2017 with the purposes of:
 - a) Promoting involvement in skateboarding and running competitions and other events;
 - b) Promoting and facilitating the construction of skate facilities; and
 - c) Promoting equal access to skateboarding for everyone and advocating against systemic and cultural barriers to participation.
5. The WSA represents skateboarders across the Greater Wellington region. We have free membership and approximately 1100 followers on social media.

Recommendations

6. We recommend the inclusion of objects and infrastructure that are skateable.
7. This can be done through minor alterations and additions to existing plans.
8. Our proposals would serve the following functions:
 - a) Be aesthetically pleasing to all users of the area.
 - b) Be fun for skateboarders, cyclists and scooter riders.
 - c) Encourage participation in skateboarding, cycling and scooter riding and contribute to general health and well-being.

Glossary of terms for skateable infrastructure

Bank: A flat, angled piece of concrete, wood or metal that can be ridden up or down. This is commonly against a wall but can be standalone. Examples:



Transition: A ramp that curves from bottom to top. Often against a wall but can be standalone. Examples:



Manual pad: A small raised box for doing tricks on and off. Examples:



SKATEBOARDING IN WELLINGTON

9. Approximately 31% of children in Wellington aged 5 to 17 years old ride a skateboard or scooter.¹ Anecdotal evidence suggests that children who ride scooters often switch to skateboarding in their teenage years.
10. Skateboarding in Wellington is not just for young people: 54% of adults that skate are aged over 25, with 33% aged over 34 years old.²
11. Skateboards are used for commuting and for recreation. Often larger skateboards, known as “longboards” are used for commuting and electric powered skateboards are growing in popularity for this purpose. ‘Regular’ sized skateboards are usually used for recreation, including using the urban environment, such as benches, banks and transitions, to do tricks. Cycleways have the potential to be a drawcard for both commuting and recreation.
12. Because skateboarding is accessible to most people, there is high participation in groups that often face systemic barriers to participation. Amongst 5 to 17 year olds in Wellington who skate, 46% are Māori or Pacifica and 25% come from high deprivation backgrounds.³
13. Amongst skateboarders 17 and under, 30% are girls.⁴ The number of women and girls skateboarding is increasing steadily year on year.

¹ WCC Play Spaces Policy <https://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/play-spaces/play-spaces-policy.pdf?la=en>

² Active NZ Survey <https://sportnz.org.nz/resources/active-nz-survey-2018/>

³ Above n2, Active NZ Survey

⁴ Above n2, Active NZ Survey

Akau Tangi / Evans Bay - Greta Point to Cobham Drive

14. The WSA supports the proposals to upgrade the current footpaths with dedicated cycle and pedestrian areas.
15. However, we maintain that these areas can be multi-purpose and the vision should be wider than the current focus on commuting.
16. By reimagining cycle/pedestrian areas, facilities can be built that encourage greater participation in skateboarding, cycling and scooter riding, while also being aesthetically pleasing to pedestrians and other users of the area.
17. By way of example, when the waterfront promenade in Napier was remodelled, consideration was given as to how to make it multi-purpose. The areas containing trees and bushes weren't just walled off, as is often the case. Instead, skateable transitions were built around the trees and bushes, as seen below:



18. This was done in a way that appealed to skaters, was aesthetically pleasing to the public, and fit with the natural environment. In fact, many passers by would not even realise that these transitions were purpose built for skating.

19. The same type of skateable areas can be added to the current proposal where:

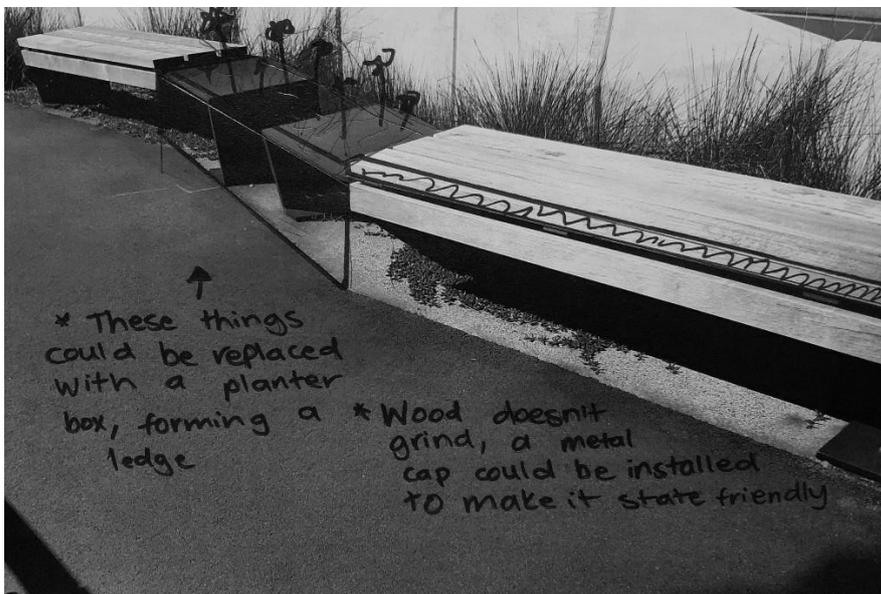
- a) Benches and seating are being added.
- b) The footpath/cycleway runs up against a wall.
- c) There is wide open areas or parks.
- d) There is a desire to create a visual barrier between pedestrian and cycleways.

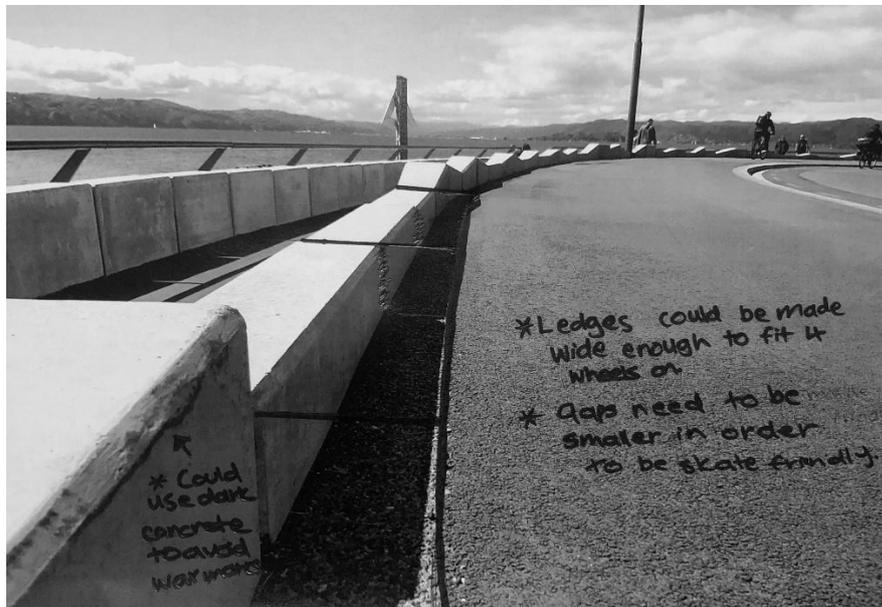
20. By way of example, there is already a banked wall area at Greta Point where the footpath is elevated above the waterfront area. If the concrete was smoothed and some small alterations were made, this would become a popular area with skateboarders.





21. When the cycleway was redeveloped at Oriental Bay, consideration was not given to uses outside of cycling and pedestrians. With some small changes, this area could have become a popular spot for skateboarding. For example:





22. We believe small adjustments like those proposed above could increase usage of the area by making it appeal to skateboarders and scooter riders, without taking away from other users' experiences.

23. Aside from areas such as walls and ledges, where it is simple and logical to add transitions or banks that are skateable, wide open areas such as Cog Park and the corner of Cobham Drive present opportunities to design appealing structures that add to the general appeal and usability of the park. For example:





24. We want to impress on the Council that structures built with skateboarding in mind can be visually appealing and functional. They can have multiple uses, such as seating for the public and structures that kids can play on. There is even the opportunity to work with artists when designing sculptures or other architecture.

25. Below are some examples of the ways in which skateboarding can be incorporated into the environment.







26. We hope you will give consideration to our proposed changes and look forward to speaking with you in person.

Wellington Skateboarding Association

Contact: Duncan Allan
Secretary
duncanallan2@gmail.com
0220432394

Feedback



NAME: Prudence Walker	SUBURB:	ON BEHALF OF: Disabled Persons Assembly NZ	ORAL SUBMISSION No
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Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

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

Walking in the area?

Using the bus?

Riding bikes?

Recreational users?

Driving vehicles/or riding motorbikes?

Living in the area?

Working/owning a business in the area?

Living with mobility or accessibility issues?

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

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

Why do you think that?

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

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

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October 2021

To Wellington City Council

Please find attached DPA's submission on the Evans Bay Walking and Cycling
Paths

Disabled Persons Assembly NZ

Contact:

Prudence Walker

Chief Executive

021 546 006

policy@dpa.org.nz

Chris Ford

Acting Wellington Kaituitui

027 696 0872

Wellington@dpa.org.nz

Introducing Disabled Persons Assembly NZ

The Disabled Persons Assembly NZ (DPA) is a pan-impairment disabled person's organisation that works to realise an equitable society, where all disabled people (of all impairment types and including women, Māori, Pasifika, young people) are able to direct their own lives. DPA works to improve social indicators for disabled people and for disabled people be recognised as valued members of society. DPA and its members work with the wider disability community, other DPOs, government agencies, service providers, international disability organisations, and the public by:

- telling our stories and identifying systemic barriers
- developing and advocating for solutions
- celebrating innovation and good practice

The submission

DPA is pleased to see that the Evans Bay project designs provide for accessible and inclusive features which include separate but parallel cycleways and walkways with appropriate safety dividers, wheelchair and mobility-aid user friendly ramps, accessible viewing areas, as well as mobility parking and seating arrangements. Many of these solutions will create a more accessible and universal journey across the scenic Evans Bay route which will benefit everyone, including disabled people.

Nevertheless, we do have some suggestions for further improvement which we will outline in this submission.

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) Articles most relevant to our submission are:

- Article 4.3 Involving disabled people and our organisations in decisions that affect us
- Article 5: Equality and non-discrimination
- Article 7: Children with disabilities
- Article 9: Accessibility

- Article 19: Living independently and being included in the community
- Article 20: Personal mobility
- Article 30: Participation in cultural life, recreation, leisure and sport

The New Zealand Government policies and strategies which are relevant to this submission are as follows:

New Zealand Disability Strategy 2016-2026:

- Outcome 5 - Accessibility

DPA's recommendations

Recommendation 1: DPA recommends that the seating being placed at strategic points along the pedestrian access corridor be comprised of varying heights (either higher or lower) and should include armrests so that people with mobility impairments, children and older people can easily get in or out of the seats

Recommendation 2: DPA recommends that the pedestrian crossings on the Greta Point to Cobham Drive stretch, contain smooth crossing bays for wheelchair and mobility aid users and good lighting as well as the placement of tactile indicators which will provide good access for blind and vision impaired people to these crossings.

Recommendation 3: DPA recommends that in respect of the parallel walkways and cycleways that there be both clear tactile strips and signage indicating where the walkway and cycleways begin and end for safety reasons. The establishment of a good safety divide in the form of tactile strips would be particularly important for blind and low vision pedestrians.

Recommendation 4: DPA recommends that to further enhance safety at the Greta Point pedestrian crossing and while recognising that a raised crossing will be good from a safety perspective, that audio-controlled crossings also be investigated as an option and that leading tactile is also needed from the footpath to the cycle lane in order for people to cross safely.

Recommendation 5: DPA recommends that in respect of the walkways and cycleways that a significant buffer gap be created to separate cyclists from walking and wheeling pedestrians - especially where cycleways cross over into pedestrian pathways - to give wheelchair users, blind and low vision people, people pushing children's strollers and, indeed, any pedestrian and cyclist the assurance that they can pass each other by safely without fear of collision.

Recommendation 6: DPA recommends that the concerns of people around the loss of parking spaces in Haitaitai be re-considered. We understand that some carparks will need to be removed to make way for the pedestrian pathway. In this regard, we fundamentally believe that walking and cycling should be encouraged over individual car use wherever possible for both health and environmental reasons. However, we would welcome the creation of a dedicated parking scheme serving the residents of Haitaitai and surrounding areas including at the Marina (with adequate numbers of mobility parking spaces provided) and this could be complemented by an improvement in accessible public transport options, especially by bus.

Recommendation 7: DPA recommends that more mobility parking spaces be created as required, particularly around the Marina, Cog Park and Greta Point areas. A greater number of pick-up and drop-off areas need to be inserted as well in order to give people with mobility and other impairments the ability to be picked up and dropped off safely in the area.

Recommendation 8: DPA recommends that on the Omarukaikuru/Point Jermingham stretch that the stepped access out to the rocks be complemented by a ramped access which would lead up to a viewing platform that would give wheelchair users, people with mobility impairments and non-disabled people safe and easy access to viewing the rocky outcrops.

Recommendation 9: DPA recommends that accessible water fountains (which are user friendly for everyone, including wheelchair users, people with mobility impairments, blind and vision impaired, etc) be set up at rest areas which would enable everyone to have access to fresh water for both drinking and filling up water bottles.

Recommendation 10: DPA recommends that Council review the safety, efficacy and effectiveness of existing protective seawalls around the Evans Bay precinct and that new wall builds or repairs be undertaken where needed.

Recommendation 11: DPA recommends that further co-design discussions take place with the wider disability community and disabled people's organisations, especially including DPA and Blind Citizens New Zealand (amongst others), during the remaining phase of the design and approvals process to ensure that the new tracks are fully accessible, inclusive, safe and user-friendly for everyone, including disabled people.

Conclusion

DPA welcomes the proposals to create new walking and cycling tracks around the Evans Bay area. We are positive about the fact that these will be more accessible and inclusive than current arrangements and will aesthetically enhance the look and feel of the area for both residents and visitors alike. However, we would like to see further changes made as recommended in this submission so that the area can be even safer and accessible for everyone, including disabled people.