
**ORDINARY MEETING
OF
KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE
AGENDA**

Time: 9:30am
Date: Thursday, 1 December 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Sarah Free (Chair)
Holden Hohaia
Liz Kelly
Ben McNulty (Deputy Chair)
Councillor Paul

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Regulatory Processes Committee has responsibility for overseeing the Council's regulatory functions, including responsibility for:

- Approving the list of Resource Management Act Commissioners and the associated Appointment Guidelines
- Objections to classifications under the Dog Control Act
- Fencing of swimming pools
- Road stopping
- Naming places in accordance with the Naming Policy, except for significant naming decisions, which are considered by the relevant committee.
- Traffic resolutions which are not considered by the Pūroro Āmua | Planning and Environment Committee.
- Suburb boundaries
- Development Contributions remissions.
- Approving leases pursuant to Council policies.

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

There are no previous minutes of this committee to approve.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Koata Hātepe | Regulatory Processes Committee.

Minor Matters relating to the General Business of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Koata Hātepe | Regulatory Processes Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

NGAIO AND ARO VALLEY TRANSITIONAL CYCLEWAY TRAFFIC RESOLUTION HEARINGS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Ngaio and Aro Valley transitional cycleway traffic resolutions.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☒ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☒ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy
- ☐ Functioning, resilient and reliable three waters infrastructure
- ☒ Affordable, resilient and safe place to live
- ☒ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☒ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Through the development of the Long-term Plan 2021-2023, the Council provided \$226 million over 10 years for the delivery of a connected bike network. This included \$52 million brought forward to accelerate a rapid roll-out of the network in years 1-3.

In September 2021, the Council approved the release of a draft Bike Network Plan for consultation.

In March 2022, the Council adopted Paneke Pōneke, the Wellington Bike Network Plan, alongside a strategic traffic resolution that confirmed the streets that make up the bike network. This included the Aro Valley route and Ngaio route.

Council approved the Parking Policy in August 2020, which set out principles and priorities used to inform these proposed changes.

Financial considerations

☒ Nil ☐ Budgetary provision in Annual Plan / Long-term Plan ☐ Unbudgeted \$X

Risk

☒ Low ☐ Medium ☐ High ☐ Extreme

Authors	Marcella Freeman, Democracy Advisor Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Whakarāpopoto | Executive Summary

2. This report to Koata Hātepe | Regulatory Processes Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Ngaio and Aro Valley transitional cycleway traffic resolutions.

Takenga mai | Background

3. Wellington City Council consulted the community on the Ngaio connection and Aro Valley connection from 31 October 2022 to 21 November 2022.

Kōrerorero | Discussion

4. Attachment 1 is a document comprising all of the speakers' submissions.
5. The list of speakers and the page number of their submissions are provided at the end of this report.

Ngā mahinga e whai ake nei | Next actions

6. Decisions on both the Ngaio connection and Aro Valley connection traffic resolutions are scheduled to be considered at the meeting of Koata Hātepe | Regulatory Processes Committee on 14 December 2022. The full submission document will be published alongside that meeting's agenda.

Attachments

Attachment 1. Speaker Submissions [↓](#) 

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**KOATA HĀTEPE | REGULATORY
PROCESSES COMMITTEE**
1 DECEMBER 2022

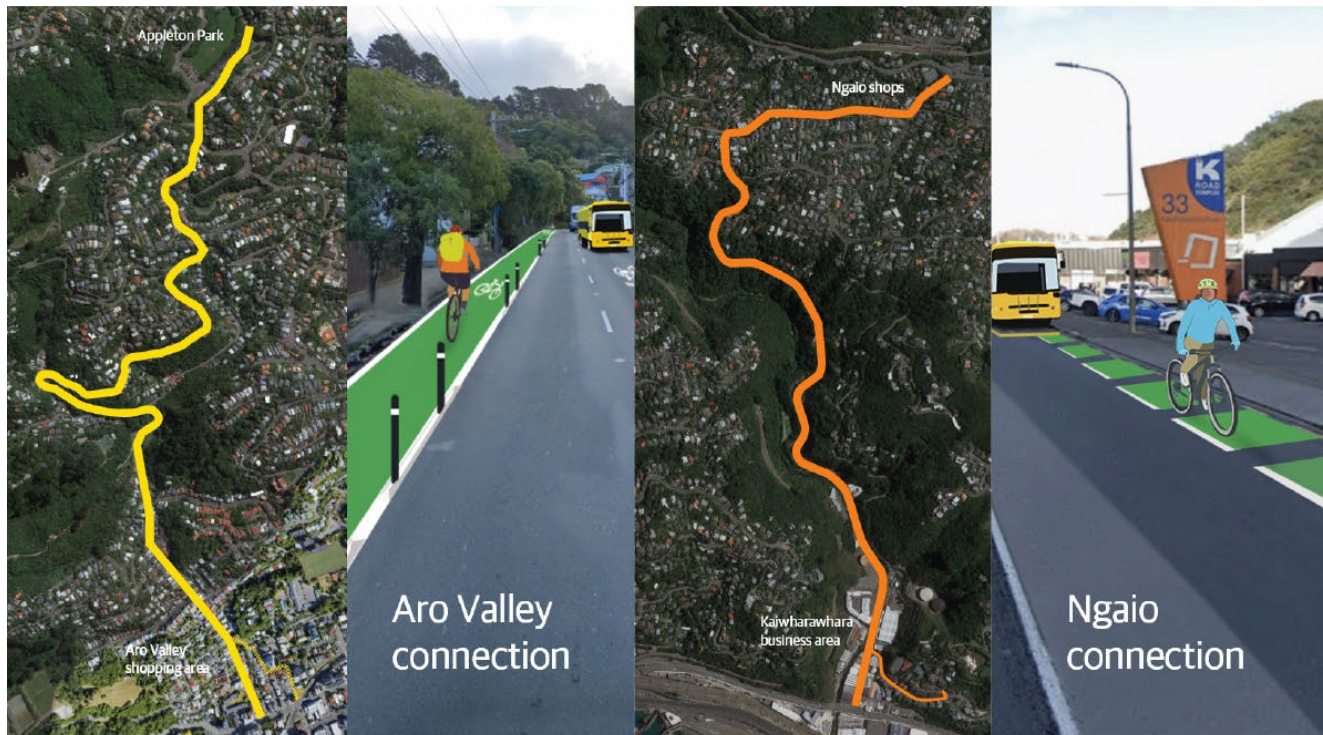
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Name	Individual/Organisation	Submission page number
Tom Brodie	Individual	198
Fiona Gunter-Firth	Individual	165
Jessica Cox	Individual	13
Irene Papp	Individual	76
Alastair Stewart	Individual	234
Michelle Rush	Individual	293
Robert Quigley	Individual	267
Hayden Hockly	Individual	90
Julia A	SWET	260
Catharine	Individual	212
Steve	Individual	133
Kate W	Individual	319
Adam Lewis	Individual	328
Liam Prince	Individual	232
Nicholas Gibb	Individual	342
Matt Stevens	Individual	196
Sarah Bennett	Individual	148
Ryan Abrey	Individual	336
Alyson Howell	Individual	338
Nigel Charman	Individual	168
Matthew Eden	Individual	221, 340
Eldon Tate	Individual	346
Philip Dinniss	Individual	111
Lisa Julian	Individual	311
Darren Young	Individual	309
Clarry Inwood	Individual	187
Steven Firth	Scipio Firth Trust	189
Khoi Phan	Individual	32
Peter Steven	Individual	41
Ben and Charlotte Darlow	Individual	104
Joseph Fletcher	Individual	230
Hamish Brookie	Individual	313
Sandra Tilsley	Individual	315
Jo Carter	Individual	78
Matthew	Individual	141
Jane O'Shea	Individual	217
Rachel Bisset	Individual	202
Paul Bruce	Our Climate Declaration	35
C Andersen	Individual	204
Roz Scott	Tickadeebo Insideout Design LTD and all other businesses owners in the neighbourhood	16
Lucy Weston-Taylor	Individual	22
David Bond	Individual	269
Maria Cassidy	Individual	129
Ian Hollins	Individual	246
James Sullivan	Individual	282
Frances Forsyth	Individual	143

**KOATA HĀTEPE | REGULATORY
PROCESSES COMMITTEE**
1 DECEMBER 2022

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Thomas Bisset	Individual	146
Mika Hervel	Individual	148
Keith Clement	Individual	150
Rod Crone	Individual	<i>Published separately</i>
David Murphy	Individual	<i>Published separately</i>
Rex Collett	Individual	68
Lisa Mutch	Individual	70
Michael Riemann	Individual	185
John Sullivan	Individual	154
Ngaire and Andrew Best	Individual	274
Libby Carson	Individual	258
Dylan Packman	Individual	87
Jonathan Markwick	Individual	7
Miriam Moore	Individual	265
Nadine Dodge	Holloway Road residents	194
Max Dickens	Bus and Coach Association	120
Helen Gear	Individual	101
Max Fuhrer	Individual	161
Alex Dyer	Cycle Wellington	44
Usha and Roshan Patel	Crofton Road Dairy	272
Hamish Gordon	Individual	209
Arran Whiteford	WCC Environmental Reference Group	55
Lisa Thompson	Individual	135



Aro Valley connection and Ngaio connection proposals

Oral submitters feedback

31 October - 21 November 2022

Name	Suburb	Providing feedback as:	Proposal		Page
Jonathan Markwick	Mount Cook	An individual	Aro Valley Connection	Ngaio Connection	1
Ant Burt	Ngaio	An individual	Aro Valley Connection	Ngaio Connection	4
Jessica Cox	Ngaio	An individual	Aro Valley Connection	Ngaio Connection	7
Roz Scott	Aro Valley	Tickadeeboo Insideout Design LTD and all other businesses owners in the neighbourhood	Aro Valley Connection	Ngaio Connection	10
Raj PARBHU	Northland	An individual	Aro Valley Connection	Ngaio Connection	13
Lucy Weston-Taylor	Ngaio	An individual	Aro Valley Connection	Ngaio Connection	16
Andre Geldenhuis	Kelburn	An individual	Aro Valley Connection	Ngaio Connection	20
Bruce Herron	Johnsonville	An individual	Aro Valley Connection	Ngaio Connection	23
Khoi Phan	Mount Cook	An individual	Aro Valley Connection	Ngaio Connection	26
Paul Bruce	Brooklyn	Our Climate Declaration	Aro Valley Connection	Ngaio Connection	29
Tommy Thomson	Ngaio	An individual	Aro Valley Connection	Ngaio Connection	32
Peter Steven	Karori	An individual	Aro Valley Connection	Ngaio Connection	35
Alex Dyer		Cycle Wellington	Aro Valley Connection	Ngaio Connection	38
Arran Whiteford		WCC Environmental Reference Group	Aro Valley Connection	Ngaio Connection	41
Tom Brodie	Aro Valley	An individual	Aro Valley Connection		44
Rex Collett	Brooklyn	An individual	Aro Valley Connection		46
Lisa Mutch	Aro Valley	An individual	Aro Valley Connection		48
Irene Papp		An individual	Aro Valley Connection		50
Jo Carter	Kelburn	An individual	Aro Valley Connection		52
Erina Papp	Brooklyn	An individual	Aro Valley Connection		54
Dylan Packman	Brooklyn	An individual	Aro Valley Connection		56
Hayden Hockly	Aro Valley	An individual	Aro Valley Connection		59

John Creser	Wellington Central	An individual	Aro Valley Connection	61
Tim Bollinger	Te Aro	An individual	Aro Valley Connection	63
Julia Stace	Aro Valley	An individual	Aro Valley Connection	66
Helen Gear	Other	An individual	Aro Valley Connection	68
Ben and Charlotte Darlow		An individual	Aro Valley Connection	71
Philip Dinniss		An individual	Aro Valley Connection	73
Max Dickens		Bus and Coach Association	Aro Valley Connection	75
Maria Cassidy	Aro Valley	An individual	Aro Valley Connection	77
Steve	Aro Valley	An individual	Aro Valley Connection	79
Lisa Thompson	Aro Valley	An individual	Aro Valley Connection	81
Andy Bradwell	Kelburn	An individual	Aro Valley Connection	83
Maree	Aro Valley	An individual	Aro Valley Connection	86
Frances Forsyth	Aro Valley	An individual	Aro Valley Connection	89
Thomas bisset	Aro Valley	An individual	Aro Valley Connection	92
Mika Hervel	Kelburn	An individual	Aro Valley Connection	94
Keith Clement	Aro Valley	An individual	Aro Valley Connection	96
Phaedra Brice-Chen	Aro Valley	An individual	Aro Valley Connection	98
John Sullivan	Aro Valley	An individual	Aro Valley Connection	100
Sarah Jane Parton	Aro Valley	An individual	Aro Valley Connection	102
Max Fuhrer	Aro Valley	An individual	Aro Valley Connection	105
Trudy	Aro Valley	An individual	Aro Valley Connection	107
Fiona Gunter-Firth	Aro Valley	An individual	Aro Valley Connection	109
Nigel Charman	Aro Valley	An individual	Aro Valley Connection	112
Tegan van der Peet	Wilton	An individual	Aro Valley Connection	114
Ann Clark	Aro Valley	An individual	Aro Valley Connection	116

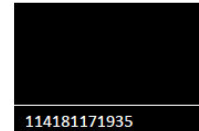
Alex Gray	Brooklyn	An individual	Aro Valley Connection	118
Emma Reid	Aro Valley	An individual	Aro Valley Connection	120
Emma Reid	Aro Valley	An individual	Aro Valley Connection	122
Michael Riemann	Aro Valley	An individual	Aro Valley Connection	126
Clarry Inwood	Aro Valley	An individual	Aro Valley Connection	128
Steven Firth	Aro Valley	Scipio Firth Trust	Aro Valley Connection	130
Fiona Gunter- Firth	Aro Valley	An individual	Aro Valley Connection	132
Nadine Dodge	Aro Valley	An individual	Aro Valley Connection	135
Matt Stevens	Aro Valley	An individual	Aro Valley Connection	137
Tom Brodie	Other	An individual	Aro Valley Connection	139
Matthew	Highbury	An individual	Aro Valley Connection	141
Rachel Bisset	Aro Valley	An individual	Aro Valley Connection	143
C Andersen	Aro Valley	An individual	Aro Valley Connection	145
Sarah Bennett	Highbury	An individual	Aro Valley Connection	148
Hamish Gordon		An individual	Aro Valley Connection	150
Catharine	Brooklyn	An individual	Aro Valley Connection	153
Bill Nelson	Highbury	An individual	Aro Valley Connection	156
Jane O'Shea	Highbury	An individual	Aro Valley Connection	158
Regan Sayer	Karori	An individual	Aro Valley Connection	160
Matthew Eden	Khandallah	An individual	Aro Valley Connection	162
Nikola Andic	Aro Valley	An individual	Aro Valley Connection	164
Jill Robinson	Kelburn	An individual	Aro Valley Connection	167
Bridget	Aro Valley	An individual	Aro Valley Connection	169
Joseph Fletcher	Aro Valley	An individual	Aro Valley Connection	171
Liam Prince	Aro Valley	An individual	Aro Valley Connection	173

Alastair Stewart	Kelburn	An individual	Aro Valley Connection	175
Chris Ford		Disabled Persons Assembly	Ngaio Connection	177
Ian Hollins	Ngaio	An individual	Ngaio Connection	179
Libby Carson	Kaiwharawhara	An individual	Ngaio Connection	181
Julia A	Other	SWET	Ngaio Connection	183
Murray Coppersmith	Kaiwharawhara	An individual	Ngaio Connection	185
Miriam Moore	Tawa	An individual	Ngaio Connection	188
Robert Quigley	Ngaio	An individual	Ngaio Connection	190
David Bond	Ngaio	An individual	Ngaio Connection	192
Usha and Roshan Patel	Ngaio	Crofton Road Dairy	Ngaio Connection	195
Ngaire and Andrew Best	Kaiwharawhara	An individual	Ngaio Connection	197
James Sullivan	Johnsonville	An individual	Ngaio Connection	199
Michelle Rush	Ngaio	An individual	Ngaio Connection	201
Eric Mattlin	Karori	An individual	Ngaio Connection	204
Mj	Johnsonville	ngaio school	Ngaio Connection	206
Danny Redhill		An individual	Ngaio Connection	208
Darren Young	Vogeltown	An individual	Ngaio Connection	210
Lisa Julian	Ngaio	An individual	Ngaio Connection	212
Hamish Brookie		An individual	Ngaio Connection	214
Sandra and Mark Tilsley	Karori	An individual	Ngaio Connection	216
Patrick Morgan	Te Aro	CAN	Ngaio Connection	218
Kate W	Ngaio	An individual	Ngaio Connection	220
Richard	Crofton Downs	An individual	Ngaio Connection	222
Adam Lewis	Ngaio	An individual	Ngaio Connection	225
Lorraine Phillips	Ngaio	An individual	Ngaio Connection	227

Pat	Churton Park	An individual	Ngaio	229
			Connection	
Lorraine Joslin	Ngaio	An individual	Ngaio	231
			Connection	
Ryan abrey	Ngaio	An individual	Ngaio	233
			Connection	
Alyson Howell		An individual	Ngaio	235
			Connection	
Matthew Eden	Khandallah	An individual	Ngaio	237
			Connection	
Nicholas Gibb	Ngaio	An individual	Ngaio	239
			Connection	
Hadyn Nicholls	Ngaio	An individual	Ngaio	241
			Connection	
Eldon Tate	Kaiwharawhara	An individual	Ngaio	243
			Connection	
Bryan Park	Kaiwharawhara		Ngaio	245
			Connection	
A Bramly	City	An individual	Aro	247
			Connection	

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181171935

NAME: Jonathan Markwick	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
--	---

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

This area is very hostile to cycling. Providing a space where people won't get killed for riding a bike is more important than convenient car parking.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street
(between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

I support the replacement of parking spaces with safe infrastructure. Please either install a downhill cycle lane or reduce the speed limit to 30kph for the whole of Aro St (from Holloway Rd down to Willis St). The gradient is not steep enough for bikes to safely share the road with 50kph vehicles. Currently it's very difficult to make a right turn onto Aro St from Aro Park. I'd prefer that a pedestrian/bike refuge was installed so people can cross one lane at a time, or install a speed bump where the Aro Park path joins Aro St.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Support

Do you have any comments to make about the proposed design?

I strongly support the removal of parking spaces for safe cycling infrastructure, especially uphill. While I'm aware of the narrow road width in some places, I am unlikely to use the 750mm "cycle shoulder" as it does not provide cyclists who will be riding at close to walking space any protection from 50kph motor traffic. I would prefer that slow uphill bikes be able to share the footpaths where they exist on the left-hand side of the road going uphill (eg. from Holloway Rd to Mt Pleasant Rd). The speed differential between uphill bikes and pedestrians is much more comparable than the differential between uphill bikes and motor traffic. There are also lots of pedestrian short-cuts in the area meaning the meandering Raroa Road footpath is lightly used by pedestrians.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Very positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly support

Do you have any comments to make about the proposed design?

I support both of these widened paths. When approaching Aro Park from Karo Drive on a bike, I prefer to use Palmer Street instead of Abel Smith and Little Palmer St because there is too much traffic on Abel Smith Street. It does mean using a short section of footpath on Willis St to get to Palmer St but it is safer and easier than using Abel Smith Street.

What do you think of the timing of the proposed approach?

Make the proposed changes more quickly

Why do you think that?

the stage 1 improvements are unlikely to be used by nervous cyclists as you need to bike through the stage 2 area to access stage 1. the stage 2 area is a very hostile and dangerous area to bikes. I am OK with delaying stage 3 as this stage will be of little use until the "downstream" routes are made safer (Victoria/Webb/Willis St)

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly support

Why do you think that?
Not being killed for riding a bike is more important than convenient parking.

Do you support the proposed speed changes on the Ngaio route?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Support
Do you have any comments to make about the proposed design?
I support the removal of parking spaces for safe cycling infrastructure and all-day bus lanes. I disagree with safe cycling infrastructure being only part-time. People on bikes are not like buses. Bus lanes exist to make buses quicker and more reliable. Bike lanes are there for the safety of people on bikes, and should be permanent. Buses are not put in danger by being in mixed traffic, while bikes are. I support the Bus lanes being operational all day. If you are unwilling to remove parking spaces on Kaiwharawhara Road, please reconnect Kaiwharawhara Road with School Road so people can bypass most of the busy section using the quieter School Road. Signalise the intersection with Hutt Road if necessary, but there is already space in the median to wait.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Strongly support
Do you have any comments to make about the proposed design?

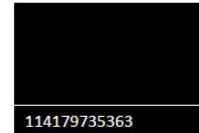
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Strongly support
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Strongly support
Do you have any comments to make about the proposed design?
I strongly support the removal of parking spaces so that people on bikes are not put at risk of death.

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
If you insist on keeping the parking on Kaiwharawhara Road, please build an alternative route to bypass the business area (eg. reconnect School Road)

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Ant Burt	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
--	---

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22
Strongly support
Why do you think that?
As a cyclist separate spaces, not just paint marking, make a big difference to our safety. A lot of motorists are impatient with cyclists and will not willing give that space putting cyclists at risk and cutting us off

Do you support the proposed speed changes on Aro Street?
Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?
Need to provide separate spaces for cyclists and cars. This will encourage more cyclists

Do you support the proposed speed changes on the Ngaio route?
Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Strongly support
Do you have any comments to make about the proposed design?
The separate lane for cyclist up hill needs to go all the way from Hutt rd to trellissick crescent. A yellow line will do little. Most drivers are OK there are a minority, but enough to make this a problem, that will ignore any allocated space and continue to pass dangerously. They of course will not be the ones injured or killed. Also a separate pedestrian path all the way up. Cars park in front of garages on the way up which covers the pedestrian space and proposed bike space.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Strongly support
Do you have any comments to make about the proposed design?
Looks good. Patches of bridle path need to be repaired and others widened to 2x handle bar width as can't safely pass pedestrians or a bike going the other way

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Strongly support
Do you have any comments to make about the proposed design?
Great Driver education should be included. For example Cyclist are road users too so need to be given 1.5m when overtaking which is rare. Safe ways to open doors so you don't wipe out a cyclist.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Strongly support
Do you have any comments to make about the proposed design?
Driver education should be included

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
Because some drivers seem totally unaware of cyclists and can create dangerous situations. Driver education should be included. For example Cyclist are road users too so need to be given 1.5m when overtaking which is rare. Safe ways to open doors so you don't wipe out a cyclist when parallel parked

Aro Valley and Ngaio connections proposals – November 2022

Feedback

114179503034

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jessica Cox	Ngaio	An individual	Yes

General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Strongly support

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
Cycleways are taking far too long to put in, it is just drawing out a painful process for both parties. Pedestrian and cyclist impacts from cars are going up and better infrastructure needs to be put in. As fuel prices go up more people will be seeking this as an alternative, with safety being a main concern.

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?

Do you support the proposed speed changes on the Ngaio route?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Strongly support
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly support

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

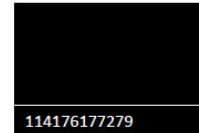
Make the proposed changes more quickly

Why do you think that?

Safety.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114176177279

NAME: Roz Scott	SUBURB: Aro Valley	ON BEHALF OF: Tickadeeboo Insideout Design LTD and all other businesses owners in the neighbourhood	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on?

**Aro Valley Connection
Ngaio Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Aro Valley is a little community and has been like this for years all the business will die as you will not be able to go to a cafe, pick up supplies get your local fish n chips or video your killing peoples lively hood and the community of this special area ! No no no

Do you support the proposed speed changes on Aro Street?

Oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly oppose
Why do you think that?
The businesses will die in Kaiwharawhara Rd it is mostly commercial buildings with business for Wellington, the public by the dog. Food, dogs get groomed, coffee get bought, coffee machines get sold, people drop off courier packages, vehicles get fixed, Home staging, health and safety items for sale, home interiors for customers to buy beautiful gifts the list goes on - all these businesses have suffered heaps since COVID and are trying to survive- some silly roadie person decides I know what let's take all cars off the road and make a mess and kill these businesses so we can cycle to work which we have done for many years. Save the business and Kaiwharawhara Ngaio

Do you support the proposed speed changes on the Ngaio route?
Strongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

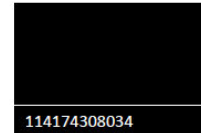
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Raj PARBHU	SUBURB: Northland	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

**Aro Valley Connection
Ngaio Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Not enough room for both cars and public transportation. It'll make it more dangerous! Public transportation is unreliable.

Do you support the proposed speed changes on Aro Street?

Stongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly oppose
Why do you think that?
No room for cars to move freely and planned layout is terrible!

Do you support the proposed speed changes on the Ngaio route?
Strongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

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Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?
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Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
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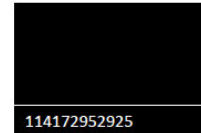
Do you have any comments to make about the proposed design?
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What do you think of the timing of the proposed approach?
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Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Lucy Weston- Taylor	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection
Ngaio Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Strongly support

Why do you think that?

Wellington needs a joined up network of cycleways to enable more people to cycle safely. Cycling is fun, quick, climate friendly and reduces traffic congestion. Investing in cycleways and public transport is investing in our future.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?
It's a good start, we badly need some proper cycle infrastructure along this route. The proposed timing is far too slow, we need to make cycling safer and more attractive now. There are a ton of people who would like to cycle, but.... we need to design so that these people who are hesitant feel that they can give it a try.

Do you support the proposed speed changes on the Ngaio route?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Strongly support
Do you have any comments to make about the proposed design?
My main issue is that the proposal here takes far too long, this should be done in the next 6 months. The parking on the south side of Kaiwharawhara is incredibly dangerous for cyclist,

particularly outside Hanging Around. If you're serious about cycle safety, these parks need to go now, not wait around for another few years, just because some people are used to having free parking. Parking that hasn't been addressed is parking on the north side of Kaiwharawhara down towards the lights. This is dangerous because of dooring, and there is often barely any room to pass between parked cars and cars waiting at the lights. Why are these parks more important than cyclists' safety? Also the cycle lane/transition from Kaiwharawhara to Thorndon Quay needs to be addressed - at the moment if the lights are red you have the choice of waiting in traffic, or filtering through hoping 1) not to get doored by a parked car, 2) that there will be room between the parked cars and cars waiting at the lights, and 3) that you will make it to the stop box before the lights turn green. If you are not at the stop box, then cars turning left will not expect cyclists turning right, and it can be tricky to get across that intersection. Some rethinking needs to be done here

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Support

Do you have any comments to make about the proposed design?

I don't ride the Bridle Path, but anything to make it safer for cyclists is a good idea.

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

An uphill bike lane is good, a separated bike lane would be better. There needs to be some markings (bike lane colour maybe) so that vehicles realise that cyclists will be taking the lane at the top of Ngaio Gorge to turn right into Perth St - currently this right turn can be hard to make as you're going uphill/checking behind you with not much visibility/trying to move into the lane. Sharrows are not going to do anything. I realise that there may not be space for a cycle lane here, but I think this needs to be prioritised. Some people are happy going down at 40/50 km/hr, however there are those of us who are not comfortable going so fast - I typically go down 25/30ish km/hr with a toddler on the back, and while cars at the moment are mostly ok because of the lights, it can get hairy when impatient drivers try to pass. This is one of the scariest places in terms of being a blocker for people to try cycling the route - it feels bad, and it feels pressured because of the narrow road and cars going fast downhill - if we want to encourage people who would like to cycle but are worried about traffic, this is one of those blockers. The pedestrian crossing is great, really needed

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

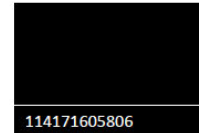
I'm sure that people will be annoyed about the removal of the car parks, but we need to remember that individuals are not entitled to free use of council land. Safety for cyclists (and pedestrians), and supporting people moving towards a more climate friendly mode of transport

What do you think of the timing of the proposed approach?

Make the proposed changes more quickly
Why do you think that?
Safety is paramount, dooring is a huge risk along that stretch of Kaiwharawhara, why are we prioritising individuals' free car storage over other's (also ratepayers!) safety? WCC agrees that we need to reduce carbon emissions urgently, making cycling and public transport use safer and more attractive aligns with that goal.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Andre Geldenhuis	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection
Ngaio Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

It looks great, a partially separated cycle lane will make people on bikes feel substantially safer and will help increase biking rates over time.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?

Do you support the proposed speed changes on the Ngaio route?
Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

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Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?
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Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
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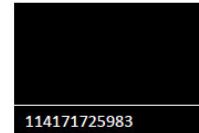
Do you have any comments to make about the proposed design?
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What do you think of the timing of the proposed approach?
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Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Bruce Herron	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Support

Why do you think that?

Any shared footpath with pedestrians has a white line in the middle separating cyclists and pedestrians.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Support

Do you have any comments to make about the proposed design?

Any where there is a shared footpath with pedestrians a white line is painted down the middle with cyclists on one side and pedestrians on the other. Intermingling is a accident waiting to happen. I have ridden in many cities in Europe where this is done and it works really well

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Support

Do you have any comments to make about the proposed design?

Any shared foot path has a white line separating cyclists from pedestrians

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	
There is a white line in the middle of the footpath separating cyclists and pedestrians. Have lives in cities where this is done and it works really well	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22
Support
Why do you think that?

Do you support the proposed speed changes on the Ngaio route?
Support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

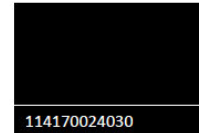
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Khoi Phan	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22
Strongly support
Why do you think that?
This allow a safe cycle connections between Karori, Aro Valley and the CBD. Cars have always had these options but never cyclist. Cyclists deserve safe transport routes ! Also we need to ACCELERATE these project instead of installing them in stages. Any hesitation and delay will affect the rest of cycle network implementation !

Do you support the proposed speed changes on Aro Street?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?
Strongly support
Do you have any comments to make about the proposed design?
Please add concrete separator instead of plastic one.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Strongly support
Do you have any comments to make about the proposed design?
Please install cycleway down hill as well as uphill.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Very positive
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
The sooner we establish these changes, the better rather than settling them in stages.

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?
Up hill cycle way help protecting those on the bike. We need to fast track these changes to keep up with the rest of the country like Auckland and Christchurch with the cycle network implementation.

Do you support the proposed speed changes on the Ngaio route?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Strongly support
Do you have any comments to make about the proposed design?
Please install concrete (aka Tintam) instead of the plastic separators.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Strongly support
Do you have any comments to make about the proposed design?

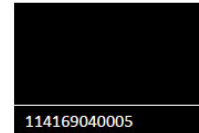
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Strongly support
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Strongly support
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
This is a long stretch of road but at most this should be done within 2 years instead of 3. We need to ACCELERATE these !

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Paul Bruce	SUBURB: Brooklyn	ON BEHALF OF: Our Climate Declaration	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

These changes to make cycling safer and more attractive are vital for us to live within our carbon budget and improve the well being of everybody. Vehículo drivers have to accept slower speeds and more restricted space, but there are advantages to that too, with fewer accidents, less pollution, and less vehicles on the road as cycling becomes more attractive

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?
Vitally important to improve safety to cyclists and pedestrians so as to provide attractive alternative to using private vehicle

Do you support the proposed speed changes on the Ngaio route?
Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

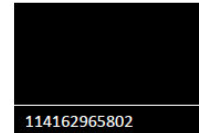
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Tommy Thomson	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

It's a great start, but it should continue through the shopping area. Having to swerve into the traffic lane is unsafe and makes the cycle lane much less useful. I'm concerned that in the pictured proposal, those poles don't look sturdy enough to prevent a car from entering the cycle lane. Better bike parking is sorely needed.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

The proposal looks good, this route is fast and busy so the cycle lane is definitely needed. The picture doesn't include any protection for the cycle lane. Without protection, it's not really a cycle

lane, just a shoulder for the car lane that happens to be painted green. A proper cycle lane needs protection from cars.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Negative
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Neutral
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
Wider paths are better for all users of those paths. However if cyclists travel too fast there are potential safety concerns, and these paths should be primarily for pedestrians, so it would be preferable if a dedicated cycle lane was constructed	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
This is crucial infrastructure that needs to be constructed as soon as possible. WCC has declared a climate emergency and it is your duty to encourage people out of cars and onto bikes.

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?

Do you support the proposed speed changes on the Ngaio route?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Strongly support

Do you have any comments to make about the proposed design?

There should be a bike lane all the way along Kaiwharawhara road from the start. Having only part of a bike lane is going to discourage people from cycling and my concern is that the clearway will remain past the planned 2025. Cycling between parked cars and high speed traffic is terrifying and dangerous, and that area at the bottom of Kaiwharawhara road has the most parked cars and is thus the area that most urgently needs a dedicated cycle lane. I'm concerned about the lack of protection in the picture above. There should be more barriers on either side of the driveway, to narrow the driveway and force drivers to make sure the cycle lane is clear before crossing it.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly support

Do you have any comments to make about the proposed design?

Unprotected cycle gutters are not infrastructure and neither are sharrows. Nobody was going faster than 30 on this street so the speed limit changes mean nothing. This changes essentially nothing about the viability of Cameron Street as a cycling route. I

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

None of the cycle lanes in the picture have protection, cycle lanes need protection. Ngaio gorge road is a busy cycling route and it urgently needs a protected cycle lane. The pedestrian crossing between the bus stops is a great addition.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

There should be barriers protecting the cycle lane. Ideally there would be a cycle lane on both sides of Kenya Street as a continuation of the Ngaio gorge cycle particularly at the top of the hill.

What do you think of the timing of the proposed approach?

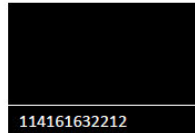
Make the proposed changes more quickly

Why do you think that?

Cycling between parked cars and fast traffic at the bottom of Kaiwharawhara road is dangerous and terrifying. This area urgently needs to be converted to a cycle lane, not a clearway.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Peter Steven	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

At the moment, biking up Aro Street and Raroa Road is stressful because the amount of parked cars force you to hold up traffic, causing some drivers to do dangerous overtakes. The current situation is bad for both drivers and cyclists. While I think it's a shame that the bike lane won't run through the shopping area, I think that overall this plan is a practical compromise.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

How are the speed bumps going to affect the buses? Can they be designed in a way that lets the bus drive straight over them? Also, what about moving the crossing at Aro Park to the Western end of the park, and adding a green stripe to it? This would make it easier for cyclists to get across the road to the cycleway and for pedestrians to easily get to the shops. I think it's a shame that the bike lane will be compromised by car parking in the shopping area.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

Honestly this design seems less than ideal, but I guess we have to make do with what we've got. It's better than nothing.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Very positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly support

Do you have any comments to make about the proposed design?

This is long overdue, these paths are tiny!

What do you think of the timing of the proposed approach?

The timing of the stages is about right

Why do you think that?

I would love for it to happen quicker but I think this is a cunning approach that will ease the transition. There are obviously some smart people working on this project.

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly support

Why do you think that?

More people would ride bikes (and especially e-bikes) if they didn't have to share a lane with high speed traffic and heavy vehicles.

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

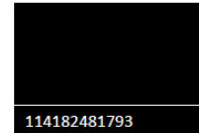
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



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

General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Aro Valley Connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street
(between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between
Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path
would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

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Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?
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Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
--

Do you have any comments to make about the proposed design?
--

What do you think of the timing of the proposed approach?
--

Why do you think that?

Aro Raroa Transitional – Cycle Wellington submission




cyclewellington.org.nz
info@cyclewellington.org.nz
Twitter: @CycleWgtn
Facebook: groups/cyclewellington

Aro Raroa Transitional Design Cycle Wellington submission

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

Key points of our submission

- We strongly support this project
- We look forward to giving more feedback when these designs are in place
- Deliver the full transitional design in one 'stage'
- The designs will likely underperform at attracting more people to ride for everyday journeys
- Downhill shared traffic spaces need more work to protect riders from car door zones
- Specific issues with these designs

We strongly support this plan

Cycle Wellington strongly supports this project.

Everyone in our community deserves safe and attractive streets. Bike lanes are climate action.

We are grateful for the effort of the Council to accelerate work on this infrastructure.

We strongly support the repurposing of street space as much as possible as infrastructure to enable the public to choose to travel by public transport and active transport.

We support the changes to on-street parking and all speed reductions to 30k/ph.

We look forward to giving more feedback when these designs are in place

Aro Raroa Transitional – Cycle Wellington submission

We recognise that these designs are working within a 'transitional' scope, with limitations and constraints to enable fast turnaround in physical implementation.

We look forward to the opportunity for Cycle Wellington and the people of Wellington to feedback more insights about the route once transitional designs are in place and how further changes might better support safe and comfortable cycling. We look forward to the insights and concerns from that feedback being embraced and addressed in the future 'transformational' change project for this route when appropriate.

Deliver the full transitional design in one 'stage'

We support doing the work in one stage, rather than spread out over three stages. A single transitional stage that creates a reprioritized street space design in a fast and low-cost turn-around is consistent with a transitional approach. It would deliver the benefits sooner.

Breaking this already staged project into even more stages will prolong the changes and may leave more people unconvinced of the success of the project. Aro Valley is not unique when it comes to designing street space.

The designs will likely underperform at attracting more people to ride for everyday journeys

A top level principle for the Bike Network plan is 'Opening up our streets for people of all ages and abilities'. The safety report says:

"The proposed treatment for the Aro Valley route, whilst being an improvement on the existing situation, is only expected to attract cyclists of the "strong and fearless" or "enthused and confident" categories (according to the Geller classification). This was detailed in the 30% audit and confirmed by the designer and client. This is considered acceptable given the difficulty of providing a temporary treatment on a route with challenging space availability and topography, but a permanent solution in the future should aim to provide more separation from motor traffic to attract a wider cycling audience."

Cycle Wellington considers the incrementalism demonstrated by this project to be not in spirit with the hoped-for tactical urbanism methodology envisaged for the Bike Network Plan roll out. This project seems to be more like 'faster traditional methodology'.

We understand council officers still do not have access to means of delivering change like is potentially coming from the Reshaping Streets regulatory package recently consulted on.

Instead of slightly tweaking things a little now and a little later, we would expect to see a fast implementation of street changes that transform the use of the road to be heavily in favour of active transport and public transport users. The future transformational treatments should only be significant in terms of engineering effort - not in how different the road space allocation is.

Aro Raroa Transitional – Cycle Wellington submission

We agree that confident and enthused cyclists who already use this route, such as mountain bikers and road cyclists, will have a safer journey due to these designs. We consider it is vital to ensure that other rider demographics deserve a safe comfortable journey too.

Downhill shared traffic spaces need more work to protect riders from car door zones

We do not believe sharrows make a significant improvement in the higher speed sections of this plan.

In several places, downhill riders will pass parked vehicles. Rider speeds will be high – due to the hill, but also among less experienced riders who fear the response of drivers they ‘hold up’. The safety of these riders depends on them staying 1.5m or more out from parked vehicles, to avoid any suddenly opening doors. Looking into the backs of vehicles to spot drivers is impossible at speed, or with commercial vehicles or those with tinted windows.

Riders (especially those less confident) will feel pressure to ride closer to parked vehicles, to allow traffic to pass. This will place them in the dangerous ‘door zone’ at high speed. The need for assertive road positioning as a cyclist – in the face of daunting traffic volumes, extremely large and heavy vehicles, and highly variable and often aggressive motorist behaviour – makes cycling less intuitive and attractive for many.

The worst part of a ‘dooring’ incident is often not impact with the door but falling into the path of a following vehicle. That is why we prefer parking retention (where necessary) on the uphill side of the road than the downhill side. This reduces the speed difference, helping drivers spot approaching riders and giving riders more time to react and avoid a crash.

Where there’s an uphill bike lane, placing the parking between the bike lane and the traffic lane helps further:

- low car occupancy means dooring incidents from passengers are less frequent
- any fall will be away from following traffic, not towards it.

Specific issues with these designs

The widening of the shared paths through Aro Park and between Palmer and Abel Smith Streets is welcome, but is an underwhelming development if the main road routes of this project remain unimproved for longer, as the staged approach intends.

The treatment of the intersection of Aro with Owhiro should align with plans being finalised as a part of the Brooklyn transformation project. This intersection should have a raised pedestrian crossing and parallel cycle lane.

Aro Raroa Transitional – Cycle Wellington submission

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 5,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

21 November 2022

Ngaio Connection Transitional – Cycle Wellington submission




cyclewellington.org.nz
info@cyclewellington.org.nz
Twitter: @CycleWgtn
Facebook: groups/cyclewellington

Ngaio Connection Transitional Design Cycle Wellington submission

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

Key points of our submission

- We strongly support creating this connection
- We agree with the overall layout of this important cycling connection
- Cycle shoulders and missing protection may lead to close passing by drivers
- Staging sections will leave gaps at dangerous points that undermine take-up
- Downhill shared spaces need more work to protect riders from car door zones
- Part-time clearways help 9–5 commuters but not other riders
- We've also given feedback on some specific design elements

We strongly support creating this connection

This route connects Ngaio and Khandallah to the Hutt Road and Thorndon Quay corridor, forming an important part of the bike network. The long, steep hill and twisty road lead to unpleasant cycling conditions, especially uphill. Riders using ebikes find hills easier, but are still significantly slower uphill than cars and buses, leading to conflict when drivers must wait before passing.

Everyone in our community deserves safe and attractive streets. Bike lanes are climate action.

We are grateful for the effort of the Council to accelerate work on this infrastructure. We look forward to insights from this 'transitional' project being embraced and addressed in the future 'transformational' change project for this route when appropriate.

Ngaio Connection Transitional – Cycle Wellington submission

We strongly support the repurposing of street space as much as possible as infrastructure to enable the public to choose to travel by public transport and active transport. We support the changes to on-street parking and all speed reductions to 30k/ph.

We agree with the overall layout of this important cycling connection

This project follows a similar principle to the Brooklyn hill transitional cycleway – implementing an uphill-only cycleway. This layout will help cyclists in the direction where they currently face more conflict due to larger speed differences. We hope the planned cycleway will make the uphill ride much safer and more pleasant, as the Brooklyn cycleway has.

However, downhill riders will face a similar situation to today. Only the fastest and most confident cyclists can keep up with traffic downhill on this route. The sharrows will make little difference.

Cycle shoulders and missing protection may lead to close passing by drivers

Cycle shoulders attempt to provide some space in constrained settings. We're concerned they may actually increase risk in some situations.

While cycle shoulders provide some visual space for cycling in, drivers will not understand the difference between cycle shoulders and standard bike lanes. Drivers may be reluctant to slow down and wait for clear space before passing safely, reasoning that the 'bike lane' should be sufficient space for the rider.

Cycle shoulders may also lead to an expectation that riders must remain at the far left edge of the road at all times – making it harder for riders to temporarily ride closer to the centre of the lane according to the Code for Cycling: [Take the lane if you need to](#)

We support the use of physical separators wherever possible. The proposal uses a mixture of physical separators and 'buffer space'. Buffer space does not provide the feeling of safety, or the actual safety, of physical separators. Audio tactile profile pavement markings will not provide a sense of separation or effectively keep cars out of the bike lane.

Staging sections will leave gaps at dangerous points that undermine take-up

We understand the pressure to minimise effects on parking. We are doubtful that delaying some sections of the plan will make those parking changes easier. In the meantime, they will undermine the safety of the bike lane at key points.

Under the staged plan, riders heading towards Ngaio in the morning or early afternoon (including people heading home in time for school end) or at weekends will have to leave the bike lane and pull out to pass parked vehicles. Uphill drivers will be reluctant to leave space, particularly where corners prevent a clear line of sight.

Downhill shared traffic spaces need more work to protect riders from car door zones

We do not believe sharrows make a significant improvement in the higher speed sections of this plan.

In several places, downhill riders will pass parked vehicles. Rider speeds will be high – due to the hill, but also among less experienced riders who fear the response of drivers they ‘hold up’. The safety of these riders depends on them staying 1.5m or more out from parked vehicles, to avoid any suddenly opening doors. Looking into the backs of vehicles to spot drivers is impossible at speed, or with commercial vehicles or those with tinted windows.

Riders (especially those less confident) will feel pressure to ride closer to parked vehicles, to allow traffic to pass. This will place them in the dangerous ‘door zone’ at high speed. The need for assertive road positioning as a cyclist – in the face of daunting traffic volumes, extremely large and heavy vehicles, and highly variable and often aggressive motorist behaviour – makes cycling less intuitive and attractive for many.

The worst part of a ‘dooring’ incident is often not impact with the door but falling into the path of a following vehicle. That is why we prefer parking retention (where necessary) on the uphill side of the road than the downhill side. This reduces the speed difference, helping drivers spot approaching riders and giving riders more time to react and avoid a crash.

Where there’s an uphill bike lane, placing the parking between the bike lane and the traffic lane helps further:

- low car occupancy means dooring incidents from passengers are less frequent
- any fall will be away from following traffic, not towards it.

Part-time clearways help 9–5 commuters but not other riders

An equitable approach to bike lane design needs to work not only for those in 9–5 employment but also for off-peak trips, for example:

- people with childcare duties such as school drop-offs and pick-ups
- people who work part-time, shifts, or at weekends

The part-time features also undermine bus improvements.

Feedback on specific design elements

Hutt Road intersection slip lane

What else can be done to improve safety at the main intersection with Old Hutt Road. Traffic turning on a slip lane will be fast, and may have blind spots for people on bikes.



Ngaio Connection Transitional – Cycle Wellington submission

Improved usable width on Kenya Street

We are pleased to see the plans have been updated to reduce the pinch-point effect on Kenya Street.

More raised pedestrian crossings

We applaud the addition of raised pedestrian crossings. These are safer for people crossing the road on foot, and help slow traffic in areas where that makes biking safer.

Nothing at Crofton Road / Ottawa Street roundabout?

This roundabout has been left out of the project scope – but is a significant hazard for riders. The road layout means some riders could be allowed to bypass the roundabout (as on Crawford Road in Kilbirnie).

About Cycle Wellington

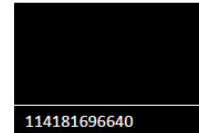
Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 5,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

21 November 2022

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Arran Whiteford	SUBURB:	ON BEHALF OF: WCC Environmental Reference Group	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

Let's reclaim Aro Street for people. It's currently pretty awesome, but also clogged with cars.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

The proposed changes will greatly improve cycling and transport in the area. Pending local support, there should be an option to accelerate the roll out of the three stages. Long term, we should be looking for cycling options safe enough for children to use, this design is a massive improvement, but still clearly not safe enough for children. The public generally do not understand what a sharrow is, you should educate the public or replace the sharrow sign with 'take the lane' or better alternative.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

The proposals will make cycling in the area massively more appealing. Improvements: Bus stops should block the lane of uphill traffic to prevent dangerous passing. The council must listen closely to feedback on the 'cycle shoulder', we are skeptical about this design - equivalent designs result in bike being cut off by wide cars.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Very positive
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Very positive
People with disabilities or accessibility issues?	Very positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
We should first trust that bikes will recognise this area is a slow area, and if that doesn't work, later move to slow bikes.	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
The aro valley community is strongly supportive of active transport. A faster transition offers certainty to those affected.

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22
Strongly support
Why do you think that?
See written response attached

Do you support the proposed speed changes on the Ngaio route?
Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Have your say on pedestrian and bike improvements in Ngaio

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellingtonians have asked for better transport options, action on climate change and more accessible housing so Wellington City Council is getting on with it. As part of preparing our city for the future, we're planning interim improvements for people walking, riding bikes, and using buses between Ngaio and Hutt Road.

We're seeking your feedback on these proposed street changes until 5pm Monday 21 November.

The proposal aims to make it safer and easier for more people to walk and ride and deliver more efficient and reliable bus trips. These changes will enable more people to get around in zero or low-carbon ways, support growing neighbourhoods, and free up space for people who really need to drive. If approved, the changes will be installed using materials that can be adapted as needed. We've developed the designs based on technical advice and consultation with the community.

Ngaio Connection

The Ngaio Connection project will make it safer and easier for more people to walk, bike, and bus into the city via Hutt Road from Ngaio, Crofton Downs, Khandallah and Johnsonville.

The street changes planned for this route include:

- Better access to bus stops
- New raised pedestrian crossings
- Uphill bike lanes (one-way)
- Sharrow road markings going downhill
- Safer speeds around Ngaio Village and on Cameron Street
- Some parking removal and parking changes along the route and on side streets, with a staged approach through the business areas on Kaiwharawhara Road.

Changes proposed for the Kaiwharawhara Road section

We are proposing changes to the road layout along Kaiwharawhara Road to:

- Install a new pedestrian crossing outside 24-28 Kaiwharawhara Road

We want your feedback to see if there are any improvements that can be made before we make these changes.

You can view the full project details for Ngaio Connection at transportprojects.org.nz/ngaio

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you can attach any relevant photos, sketches, or documents if you wish. Feel free to skip questions. You don't have to answer them all.

You can contact us at ngaioconnections@wcc.govt.nz if you have any questions or you can visit a Ngaio drop-in session if you need help filling out a submission.

- Install a clearway from Hutt Road to 25 Kaiwharawhara Road between 4pm-7pm, seven days in 2023
- Install a bike lane on the southern side in the uphill direction
- Install four P30 car parks and a P10 30-metre loading zone with a clearway from 4pm-7pm seven days, outside 53-57 Kaiwharawhara Road
- Install a bike lane and broken yellow lines for the remainder of the southern side to the slip stabilisation work, where 480 metres of bike lane is being built as part of the Ngaio Gorge slip stabilisation work due for completion December 2022.

We are proposing a staged approach to changes on Kaiwharawhara Road to increase the safety benefits to people on bikes while continuing to give businesses time to adapt to the changes.

- In January/February 2024, we propose to extend the clearway times along this stretch from 4pm-7pm to 2pm-9pm
- In January/February 2025, we propose to install full-time bike lanes on the two sections of clearway outlined above.

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

We strongly support the proposed changes, and particularly the longer term plan for full time cycleways on both sides of the road in the areas for which clearways are initially planned from Hutt Road to 25 Kaiwharawhara Road. We strongly support installation of the bike lane and broken yellow lines to link up with the new bike lane being built as part of the slip stabilisation work. Improvements to this route. This is an important addition to the Hutt Road cycleway and addresses an area in which cycling can currently feel unsafe.

Changes proposed for the Ngaio Gorge Road section

We are proposing to change the road layout along Ngaio Gorge Road to:

- Install an uphill bike lane with broken yellow lines up to the intersection with Trellisick Crescent at Kenya Street
- Paint sharrow in the downhill direction
- Install a raised pedestrian crossing between 5-7 Ngaio Gorge Road.

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

We strongly support the proposed changes and particularly the installation of an uphill cycle lane and removal of parking as part of this. We believe installation of the raised pedestrian crossing will significantly improve pedestrian and cyclist safety at a busy intersection area by slowing traffic (having a raised table crossing) and the crossing itself (signalling to traffic to have to slow).

This work helps to connect Ngaio properly to the Hutt Road cycleway, and will also help improve safety for in-suburb cycle trips. An addition we would like to see is the inclusion of a downhill cycle route for the gorge section: whilst sharrow will work for experienced cyclists, a number of less experienced cyclists have voiced their concern about going down the gorge: the addition of a downhill cycleway will better provide for these cyclists. They will also provide safe passage for cyclists filtering to the front when traffic is stopped in the gorge (frequent at peak hour, as well as at the moment with the roadwork lights). At the moment many drivers hug the left hand edge making this impossible.

Changes proposed for the Kenya Street and Crofton Road section

On Kenya Street and Crofton Road, we are proposing to change the road layout to:

- Install a bike lane in the uphill direction from Waikowhai Street roundabout to Crofton Road and along Kenya Street
- Remove 59 unrestricted car parks on Kenya Street, taking occupancy from 41% to 87%
- Remove one P30 car park by 2 Kenya Street
- Install one P10 car park by 6 Kenya Street
- Remove four unrestricted car parks outside 54-58 Kenya Street and installing broken yellow lines to improve access to the bus stop for buses
- Extend the 30km/h speed limit in the Ngaio Village from 11 Ottawa Road to 6 Kenya Street
- Raise the existing pedestrian crossing on Crofton Road to improve safety.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

We strongly support the removal of car parks and installation of an uphill cycle lane: we have heard evidence from local people that this part of the road currently feels very unsafe for cyclists, with traffic tending to go up the hill at speed, and sometimes cutting in on cyclists. Removal of the parked cars will see the road space freed up for cyclists with room for vehicles to pass more safely. We seek that WCC consider extending the 30km limit to the proposed new pedestrian crossing at the top of the gorge: this is a busy residential area with children walking to school, as well as residents accessing services by foot, cycle and vehicle. Extending the speed limit better signals this as a 'go slow' area in which drivers do not have the main priority.

Changes proposed for the Cameron Street section

On Cameron Street, we're proposing changes to the road layout to:

- Connecting to the Bridle path, install a cycle shoulder in the uphill direction and a shared bike and vehicle lane downhill
- Change four unrestricted car parks to four P60s outside 6 Cameron Street
- Change seven unrestricted car parks to six P120s outside 8-14 Cameron Street
- Change 39 unrestricted car parks to 39 P24hr car parks outside 16-60 Cameron Street
- Change four angle P60 car parks at the bottom of Cameron Street to two parallel P60 car parks
- Install no stopping restrictions (broken yellow lines):
 - around corner of Cameron Street into Sargeson Way
 - around corner of Sargeson Way into Marsh Way
 - around corner of Marsh Way into Cameron Street
 - on both sides of narrow section of Cameron Street from 60 Cameron Street to Brasch Way.
- Reduce speed on Cameron Street from 50km/h to 30km/h.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

The Bridle Path provides an important off-road route for both pedestrians and cyclists to and from Khandallah: it has the potential to be even more used (acknowledging that improvements will be needed to enable this). Ensuring a safer approach to the Bridle Path entrance, and marking the cycleway makes the route more visible, and having the reduced speed limit makes the area safer for pedestrians, residents and cyclists.

Staged approach for Ngaio Connection

To help businesses in the Kaiwharawhara area adapt to the change, we are proposing a staged approach to parking changes in this area over two years.

Most of the proposed changes for the route will be installed in stage 1. We would install most of the proposed uphill bike lanes, greatly increasing safe separation for people on bikes and making it easier for people driving along the route. Work to improve sight lines will improve safety for people driving and those riding bikes.

Reducing speeds and installing raised pedestrian crossings will help make things safer for all road users, especially people walking to and from bus stops, providing better transport options for local residents and visitors.

Two sections of the uphill bike lane planned for Kaiwharawhara Road will happen in stages 2 and 3, using clearways over the first two years to help manage the removal of car parking.

Stage one – 2023

- Clearway operating from 4pm-7pm, parking available at all other times.

Stage two – 2024

- Clearway operating from 2pm-9pm, parking available at all other times.

Stage three – 2025

- Uphill bike lane fully installed and in use, with the remainder of the car parking on the south side of Kaiwharawhara Road removed.

What do you think of the timing of the proposed approach?

☐ Make the proposed changes more quickly

☒ The timing of the stages is about right

☐ Make the proposed changes more slowly

☐ Don't know

Why do you think that?

Whilst we would prefer the changes happen more quickly, we believe there is merit in the staged approach, including the 'trial' period, and then the gradual introduction of planned changes as it does give time for residents and businesses to make the necessary changes. We would like to emphasise, however, that this not be an excuse to see the interim continue indefinitely: having a clear deadline that WCC sticks to is important for certainty and signalling of the need for the long term change to a roading network that caters for multiple modes including active modes and not just private and commercial vehicles.

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Why do you think that?

The Ngaio Connection route is a crucial part of Pāneke Pōneke. Once implemented the cycleway will improve modal shift to cycling, as well as public transport and walking (the safer crossings). These changes are consistent with the transport principles that ERG holds (see attached Appendix for our transport portfolio principles).

To meet the emissions reductions goals set out in the Te Atakura: Climate Action Plan (especially the goal to reduce city emissions by 57% by 2030, and to net zero by 2050) there will need to be a considerable mode shift in transport use across the city and cycleways will play a big role.

The modal shift benefits of the cycleway will only ever be fully realised until a well-connected network is established. Implementing the changes through taking an experiential approach is supported: this does allow time to 'check out'

Do you support the proposed speed changes on the Ngaio Connection route?

The existing 30km/h zone on Ottawa Road will be extended 320m to Ngaio roundabout and up Crofton Road. The speed limit on Cameron Street would be reduced from 50km/h to 30km/h. This is a separate decision from the other proposed changes, and the final decision is made by Waka Kotahi NZ Transport Agency as per the Setting of Speed Limits Rule 2022. We're consulting on both the road and speed change decisions at the same time, as the changes would be delivered together to achieve the best outcome for the community.

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Why do you think that?

We strongly support the reduction in speed, and seek that WCC consider extending this to the planned new raised pedestrian crossing at the top of the gorge: this signals to drivers that the area is a busy residential area, and that the street is a multi use street, and not an arterial route to be driven through at speed.

Your relationship with the area

What is your **main** relationship to the area? **Please tick one:**

- ☐ I live in the area
- ☐ I work in the area
- ☐ I own or manage a business in the area
- ☐ I go to school or education in area
- ☐ I visit the area (e.g. to see friends or businesses)
- ☐ I do recreational activities in the area (e.g. running, walking etc.)
- ☐ I drop my kids at childcare, school or education in the area
- ☐ I travel through the area
- ☐ I live in Wellington
- ☐ I don't have a relationship to the area

How do you normally travel along the Ngaio route? **Please tick one:**

We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.

- ☐ Car/Van
- ☐ Commercial vehicle (e.g. van or truck)
- ☐ Bicycle
- ☐ Walk/run
- ☐ Bus
- ☐ Motorcycle or motor scooter
- ☐ E-scooter, skateboard etc
- ☐ Wheelchair or mobility scooter

City goals and network questions

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

- ☒ Very important ☐ Important ☐ Moderate importance ☐ Low importance ☐ Not important ☐ Don't know

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. We are planning the hearing or forum for 1 December, if you select 'yes', one of our team will be in touch to confirm.

- ☐ No ☒ Yes If yes, please provide your contact number:

Are you providing feedback as ☐ An individual ☒ On behalf of an organisation ☐ On behalf of a primary or secondary school

Name of organisation WCC Environmental Reference Group

Name of school

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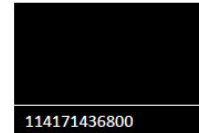
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Attn: City Design, Tahiwai (297)
Freepost Wellington City Council
Newtown to city proposal
Wellington City Council
PO Box 2199
Wellington 6140

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114171436800

NAME: Tom Brodie	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

too much traffic control poor outcomes for perdestrians unnecessary speed control changes too far for cyclist that dont actullay use the road that must or as much as claimed . what will happen on a wet rainy windy work day - people, take the cars

Do you support the proposed speed changes on Aro Street?

Stongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

aro street will be too narrow , you have not addressed the width of footpaths and seem only to consider cyclists . more thought design into pedestrians is required as more people walk than the over inflated number of cyclists people still need and requiure cars trucks and busses need to be able to access this road maybe look at the bus stops so thatthey are qucibk pick ups and drop off do we actaluut need bas parking for such a short time maybe delete bthe bus parking so passengers get on and off while bus is on the road , the disruption will be no more than what ou are propoing . From my research and reading into this elaborate and clearly very expensive plan the aro valley changes to roading parking cycle lanes and vehicle speed controls are effectivly for 100 users . 112 per day on week days and 93 per day on weekends . this is a complete waste of money and will inconvenience and annoy thousands daily , trucks, buses cars will all be effective . i see very few cyclists on the roads and see no reason not to just tweek or slightly

widen whats in place now widen the footpath , no speed calming measures , share the existing paths . this will become another Island Bay disaster Tom Brodie Ratepayer

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

one cycle lane only shared with pedestrians will be better

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Neutral

People walking on the paths through Aro Park and Little Palmer Street?

Very positive

People riding bikes along this route?

Very positive

People driving vehicles on the surrounding streets?

Very positive

People with disabilities or accessibility issues?

Very positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly support

Do you have any comments to make about the proposed design?

good

What do you think of the timing of the proposed approach?

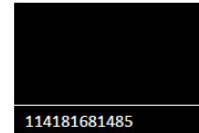
Make the proposed changes more slowly

Why do you think that?

don't raise pedestrian crossing works fine now just more unnecessary controls . no speed cushions unnecessary as it works fine now . how is the parking for residents controlled in holloway road . i have 2 houses all with parking and 4 new ones to be built all with [parking] i encourage parking and provide it but may require additional residents parking how is this to be managed one per dwelling or a lottery

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181681485

NAME: Rex Collett	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Support

Why do you think that?

This is one section that I think works as one who has to drive through here at peak times almost every day--but only in so far as it gives free flow and safe cycling for this small section. The problem with all of these is that Wellingtons topography and "infrastructure history" leads to multiple pinch points which in their own way create an additional hazard and this will be much worse even if you get 10% increase in cyclists.

Do you support the proposed speed changes on Aro Street?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

No provision for motorcycle parking and this is increasingly the preferred and efficient mode of transport especially for younger people. Small business struggles already. Where is provision for short stops for pickups from Arobake, Arovideo etc. As a nearly 80 yr old there is no way I can expect to ride a bike up Ohiro Rd then Todman st after picking up a few things from my favourite small businesses!! And given the decline in public transport I don't expect me to want to spend half a day catching two busses to do the same!

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

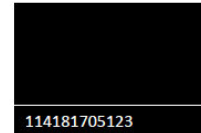
Strongly oppose
Do you have any comments to make about the proposed design?
Residential density is increasing up Raroa rd, especially around 150 Raroa. They need somewhere to park as do visitors. There is no getting away from car ownership in NZ even if we get people using bikes, walking, PT for short commutes.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Neutral
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Neutral	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
I don't think the whole thing has been thought through from all perspectives. Its an ageist approach and privileges the fit, mobile and the well off with the focus on cycling, those able to take advantage of ride share/Mevo etc.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181705123

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Lisa Mutch	Aro Valley	An individual	Yes

General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

My submission is attached as a pdf

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Submission on proposed removal of Aro Street parking and cycleway

Lisa Mutch, [REDACTED]
[REDACTED]

I oppose the removal of parking on Aro Street. I do not believe that the increase in cycle use will outweigh the negative impacts on residents. In particular, most residents need and want to reduce our private car trips, but still have various reasons to use cars at some times (beyond the very short term availability of car share businesses). In order to do this, we need somewhere to leave our cars, given that half of us have no off street parking. There is virtually no private parking we can pay for, and we bought houses here on the basis that we could pay for residents parking, and have done so for almost twenty years in my case.

If the proposed changes are made, the residents parking scheme should be reviewed and priority given to mobility, EVs, and those without offstreet parking. This is consistent with your Parking Policy for new residents schemes

If you go ahead with removing all the overnight carparks on Aro Street and Raroa Road, please review the residents parking scheme and introduce a new one using the priorities for new residents parking schemes contained in the council's parking policy. With up to 141 cars losing overnight/ long term parks there will clearly be massive pressure on the remaining parks on side streets, which are heavily used already. You already admit the scheme is over allocated. Removing such a large number of parks will tip all those side streets into the high pressure situation which is undesirable. Converting 88 existing unrestricted (in Holloway Road) and coupon carparks (in Ohiro Road and Holloway Road) to residents will reduce the number of people who can park there, but obviously will not be sufficient, as I have argued that residents already use those parks.

Perhaps the intention is to make parking so difficult that many of us will give up our cars. In this case be honest about it and change the residents parking allocation to reflect the council's priorities. Use the hierarchy already in your parking policy for new residents parking schemes i.e. allocate residents parking only to reflect available number of parks, in the order 1. Mobility permit holders 2. Electric vehicles 3. Those in older homes with no offstreet parking.

If you do not allocate residents permits by priority, there is no guarantee that those without off-street parking are the ones who will get the available residents parks

The briefings provided by council staff suggested that those of us without offstreet parking will park in side streets. But if you do not prioritise residents permits there is no guarantee that will happen. There will be massive competition for overnight parks. The twenty parks which I have been told I should use in Ohiro Road are already mostly full according to the parking counts you did. In any of the side streets off Aro the residents parks might be filled with people from flats who already have multiple permits, or people with one offstreet park who keep two or more cars. Why should I have to compete with them, never knowing when I come home if I will get a park? To match your own parking policy principles you should review the Aro Valley scheme.

The impact section of the proposal document underestimates the impact of the changes on residents.

The impact section of the proposals document states that 141 overnight parks are going to be removed. The impact section of the document is misleading when it lists “addition of residents parks”. There will be no added overnight parks, rather you are converting them from coupon and unrestricted to residents parks. It is the case that residents already use those carparks.

**Residents’ top priority is overnight parks. We use residents, coupon and unrestricted parks as available.
Changing a coupon park to a residents park does not help the parking pressure when a resident already was using that park overnight.**

Residents require carparks which they can leave their cars in overnight. We are rightly being encouraged to use our cars much less. In order to do so we need to leave our cars overnight and during the days.

We do not discriminate whether these are residents, coupon or unrestricted, we park in whichever legal park we can find. The “Impact” section of the proposal is misleading as it separates out residents parks and states that 88 of these are “additional” residential parks. There are no additional parks, they are simply converting them for coupon and unrestricted *which are already used by residents*. Where I live in Aro Street Residential East the parking management plan admits that parking is already at optimal levels in lower Aro Street and Ohiro Road.

The competition for the overnight parking is going to become much more intense, and Aro St residential East is already at maximum capacity, especially at night

The net parking impact of the cycleway is that 141 overnight parks are going to be removed from Aro Street and Raroa Road

The documents state that the Aro Valley residents parking scheme is over allocated already

Most of your parking management plan is not accurately reporting the parking pressure for residents biggest need - overnight parking

The vast majority of your parking count analysis was focused on daytime parking and found that usage was acceptable 8-6pm. Only one weeknight and one weekday count was undertaken, the time and day of which was not reported. It seems that the night count was not late enough to capture all those who had taken their cars out for the evening as they state for my area that “Aro Street is only around the 85% ideal occupancy threshold on weekday night. This is likely driven by more residents going out in the night on weekends”. This suggests that they were not counting late enough eg after midnight to count all residents who will come home and look for an overnight park. If the count was done before midnight, it was not an accurate capture of the number of overnight parks. It is extremely difficult in the weekend and at night to find parks already, as residents parking requirements only apply weekdays 8-6pm.

I already will miss evening events rather than take my car because I know it's unlikely I would find a park anywhere near my house when I return. And that is before you remove all the parking on Aro St.

Accessibility for residents with reduced mobility

I would rather not share my personal details, but as this is very concerning and will make a huge difference to my life, I will share that I have an incurable disease, and currently have a mobility permit as well as pay for residents parking permit.

The alternative residents parking is already full and difficult to access

When the lower Aro Street parking is removed, we are expected to park in Ohiro Road, which is a steep hill, where cars have to queue and cross the centre line merely to go up and down the hill. Parking here is difficult and walking up it is steep and difficult for those with mobility problems. Much of that parking will already be taken by residents who else? This is obviously much less convenient than parking on Aro St, despite it being listed as within a couple of minutes walk and therefore convenient.

The impact section of the proposal document incorrectly states that the impact of the changes on disabled residents will be positive. It will be negative because like other residents we currently use the 141 overnight parks which will be removed

The addition of a single mobility park in Epuni Street does not result in a net positive for those of us who are residents. We currently use residents/coupon/unrestricted parks in Aro Valley like other residents. Therefore we are facing the loss of 141 overnight parks with the conversion of one park to mobility. There is no reporting of how many mobility permit holders there are in the valley, but CCS have said I am not the only one, Therefore a number of us, as well as visitors, will be competing for that park. When someone gets it, they may well stay there for an extended number of days until they absolutely have to use their car again,

Parking is already a considerable problem for home care workers, district nurses and other short term workers and visitors, and these changes will make it much more difficult

I have in recent years had need of home care (provided by Access Community Health and Nurse Maude in Wellington on behalf of the government health system previously the DHB. I was assessed as requiring 90 minutes assistance in the morning and 30 minutes in the afternoon. I also had a period when district nurses had to visit every three days for about 30 minutes. Hospice nurses and doctors visit for up to an hour. In addition obviously when I am less well friends from across the region will visit when they can.

Carers are already in real shortage, and are not paid for travel time only for the time they are in our houses (measured by their employer through gps on their phone app). Partly due to the shortages, many carers are not only working in their locality but regularly are given clients from Miramar to Johnsonville. Swapping to e bikes will be very unlikely given the older demographic of most of that workforce, but also because they are not paid for the time they spend travelling between clients. Anyone in the valley at any time could end up needing this care as I did, especially given our ageing population.

In the current parking system when I had carers, there was often no coupon space (ie free parking for 2 hours) near my house. One of the regular carers would park in p 20 and either try

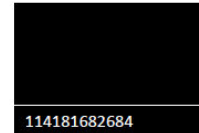
and cut short her time with me, or take the risk of getting a ticket, which she regularly did, as they was less costly for her than driving around trying to find a park further away. One of the district nurses who were coming for a time every three days, refused to come to me on a weekend day because the parking was so bad and she couldn't afford the time spent driving around looking for a park. We had to manage my change of medical device ourselves on weekends. Again, this is with the current parking available on Aro St, most of which are going to be removed.

**Safe spaces for cars to pick up and drop off residents
including low mobility residents will not exist**

If I don't use my car for shorter trips, I will use taxis or Uber, but as there will be cycleway I don't know where I will embark/disembark near my house safely. It is often difficult already to unload shopping when the parks immediately outside our house are full.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181682684

NAME: Irene Papp	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Oppose

Why do you think that?

As an elderly person, biking is not an option for me or my peers. The proposal is not family friendly. transporting children by bike is not an option for most. Public transport needs to be fixed first.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

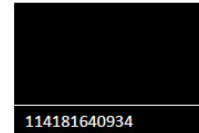
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Jo Carter	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22
Oppose
Why do you think that?
More survey and design work required before any decision plus more consideration needs to be given to all road users. See my detailed submission

Do you support the proposed speed changes on Aro Street?
Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?
Do you have any comments to make about the proposed design?
See comments in my submission on existing use rights that are also applicable in this area.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Oppose
Do you have any comments to make about the proposed design?
See detailed attachment

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:
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People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	
No. While I have walked through this park I do not feel I use it enough to be able to comment	

What do you think of the timing of the proposed approach?
Why do you think that?
There needs to be more preparatory work done before any decision is made - see comments about survey methodology and other options in my detailed submission

Submission to the Proposed Transistional Aro Valley Raroa Road Cycleway

Since 1989 I have resided in Raroa Road in the hilly climb section between Entrance Street and Plunket Street. This submission relates to that part of the planned cycleway.

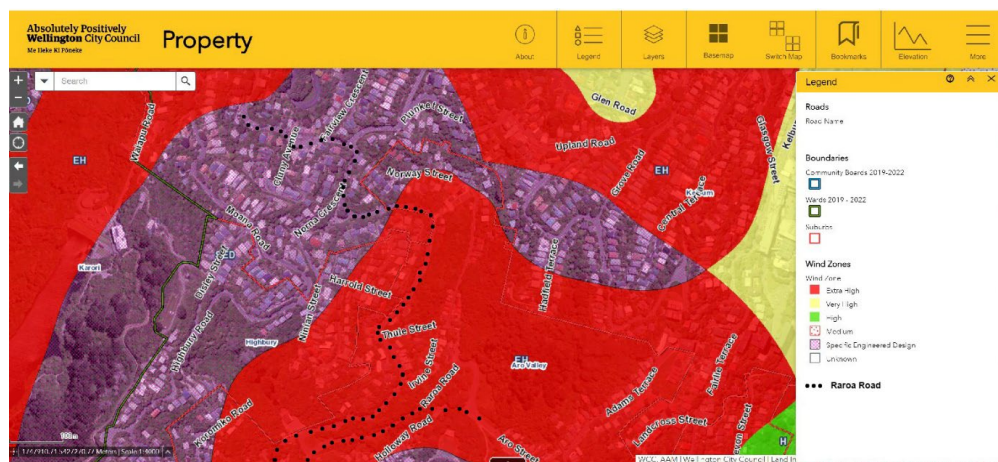
The Raroa Road Environment

Steep, narrow, winding road.

Raroa Road is a long narrow winding steep road, with steep banks on the uphill and downhill sides.. The first Council parking survey noted there were only 24 on-site parks in this area, 114 parks were on-street. Most cars parked on this road are on the uphill side of the road, where most of the houses are located. It is difficult to provide off-street parking on this side of the road due to the topography (steep bank rising up from the road). The only accessible side streets are at the far ends of this area and have little to no available parking. i.e. Mount Pleasant Road at the bottom, and Norna Cres and Plunket Street at the top.

Parts of Raroa Road have extreme wind ratings.

Raroa Road is exposed to very high wind conditions, more than other main roads where cycleways have been provided. The top end of Raroa road is rated for Extreme wind conditions – which require specialised engineering input in house design. The purple area denotes extreme wind conditions



Other cycleways in Wellington are in less exposed areas and do not face extreme wind conditions. The environment, topography and width of Raroa Road are probably the factors that lead the Auditors of this proposal to say:

“The proposed treatment for the Aro Valley route, whilst being an improvement on the existing situation, **is only expected to attract cyclists of the “strong and fearless” or “enthused and confident” categories (according to the Geller classification).**”

Vehicle Parking

Vehicle parking has existing use rights

Roads are zoned Residential in both the Operative and proposed district plans and are subject to residential rules. **The District Plan and Council through its Encroachment Licence system and Residents parking zones has historically provided for parking and parking structures on the road recognising the difficulty that many Wellingtonians face in constructing off-street parking.** On Raroa Road there are garages dating back 110 years. The encroachment system and residents parking zones have led to a long-standing expectation – **I would argue existing use right - that if you buy a property in Wellington you will be able to park your car on the road directly in front of your property** unless it is located on a corner. Council parking policy needs to take this into account. This applies to all cycleways in Wellington.

There are no alternative parking areas in the side streets of Raroa Road.

The only side streets that connect to Raroa Road in this area are:

- Thule, Irvine and Harold Streets which are very steep and unformed legal roads that have houses located on them. These streets have no parking.
- Norna Cres and Mt Pleasant Road. These are steep narrow roads with high banks and have inadequate on-street parking
- Plunket Street at the top of the road. This has controlled coupon and residents parking only. It has a large number of dwellings with no off-street parking (hence the residents parking zone).

Survey Methodology

Chosen survey times do not reflect true parking use in the area.

The parking surveys that were undertaken in this stretch of Raroa Road were undertaken at the wrong time of day and the wrong period of the year and therefore do not accurately reflect the true use of the road for parking by residents.

In other parts of the proposed cycle route, parking surveys were undertaken at a wide range of times. However, in this area of Raroa Road surveys were narrowed to only weekdays at 9am and 4pm on weekends in June and July 2022, and only one day in the first study on May 13th 2022.

The original parking survey recommended that a survey for Raroa Road be undertaken at 7pm to get a better snapshot of parking, but this was not done for this section of Raroa Road.

This area has a very high resident student population. No cognisance was taken of the University calendar. June and July are the period where university students have exams and midterm break so there is a period of at least 4 weeks where many students are not in town and thus the demand for on road parking is significantly reduced. The greatest demand for parking is at the beginning of the university year in March before the Easter break.

Cycleway Design

The design is likely to generate more problems than it solves.

In the lower part of Raroa Road, the proposed cycleway will necessitate the moving of the middle white line to the downhill side of the road. Locating the cycleway on the uphill side of the road will mean that cars will be forced off the uphill side and forced to park on the downhill side of the road. This will have the following results in terms of traffic safety: -

1. On the downhill side there will be less room to accommodate parked cars due to the white line being moved towards the downhill side. Downhill travelling vehicles will be forced to cross the white line to pass parked vehicles on this side of the road. *At the moment it is possible to pass parked vehicles on the uphill side of the road without having to cross the white line.*
2. Occupiers on the uphill side of Raroa Road will be forced to cross Raroa Road, this increase of pedestrian movement across roads is not desirable for traffic safety.
3. The Audit Report notes that cyclists will be in danger due to the blind corners in parts of the road. When vehicles on the downhill side of the road are forced to cross the white line, vehicles on the uphill side of the road will be forced to use the cycleway to avoid likely oncoming traffic around blind corners.

The location of the cycleway will create more vehicle to vehicle conflicts and more pedestrian to vehicle conflicts.

In the last 5 years 2017-2021 (inclusive) the Waka Kotahi accident figures for this area show there were 72 crashes **of which 48 were non injury**. Of the 24 **injury crashes 3 were cyclists**. Of the 48 non-injury crashes 3 were cyclists

Additional parking loss not included in parking analysis.

After the initial design and parking analysis, the audit report recommended additional removal of parking and this was adopted in the revised cycleway design, but a subsequent parking analysis was not performed.

The cycleway will remove parking from 138 – 140 Raroa Road, but in the original report this was shown as unaffected by the cycleway (highlighted in orange). This shoulder normally accommodates about 6 vehicles after hours in addition to those in the garages and driveways.

Planning

The cycleway has been designed with reference to only the existing situation, service vehicles and intensified residential use have not been considered.

Raroa Road is categorised as a principal road / urban connector. “Principal Road: roads that provide access to motorways and to arterial roads having a dominant through-traffic function and carrying the major public transport routes (primary road)”. The road needs to take a high number of vehicles. The greatest proportion of those are private motor vehicles due to poor, inflexible bus services and the pandemic. Unlike a lot of Principal Roads in the city the carriageway of Raroa Road

does not extend to the full legal road width, but the road still needs to provide access for all forms of transport – private vehicles, trade vehicles, large service vehicles (rubbish and fire and emergency trucks), couriers, buses, pedestrians, and cyclists. Because Aro St and Raroa Rd are through routes, these vehicles are in higher numbers than in lower order streets.

Residential areas require servicing, but little thought has been given in the parking surveys to providing for vehicles that service the houses in this area. At present there is a new house being built on the uphill side of Raroa Road, a large bin is located on the uphill side of the road and up to four vehicles are associated with this development. At the beginning and end of the year there are a high number of furniture removal operations when the relatively large student population change flats.

All residents have visitors – I do not see any consideration given in the parking surveys to visitor parking. Good cycleway design necessitates safe planning for all road users which include service, private and shared vehicles, and pedestrians.

The parking survey was based on existing residential use without consideration for greater intensification as a result of the Government changes that permit three units per site as of right, creating more parking demand, and greater traffic through to Karori.

Raroa Road and Karori are zoned Outer Residential in the operative district plan, thus allowing for two units per site and up to two storeys height as of right. In the new proposed district plan, these areas are zoned Medium Density Housing, now allowing for three units per site and up to three storeys in height. ***New units that have been developed in Raroa Road over the last 10 years with off-street parking have not meet the occupants' demand as witnessed by the number of vehicles parked on the road in front of these new units.***

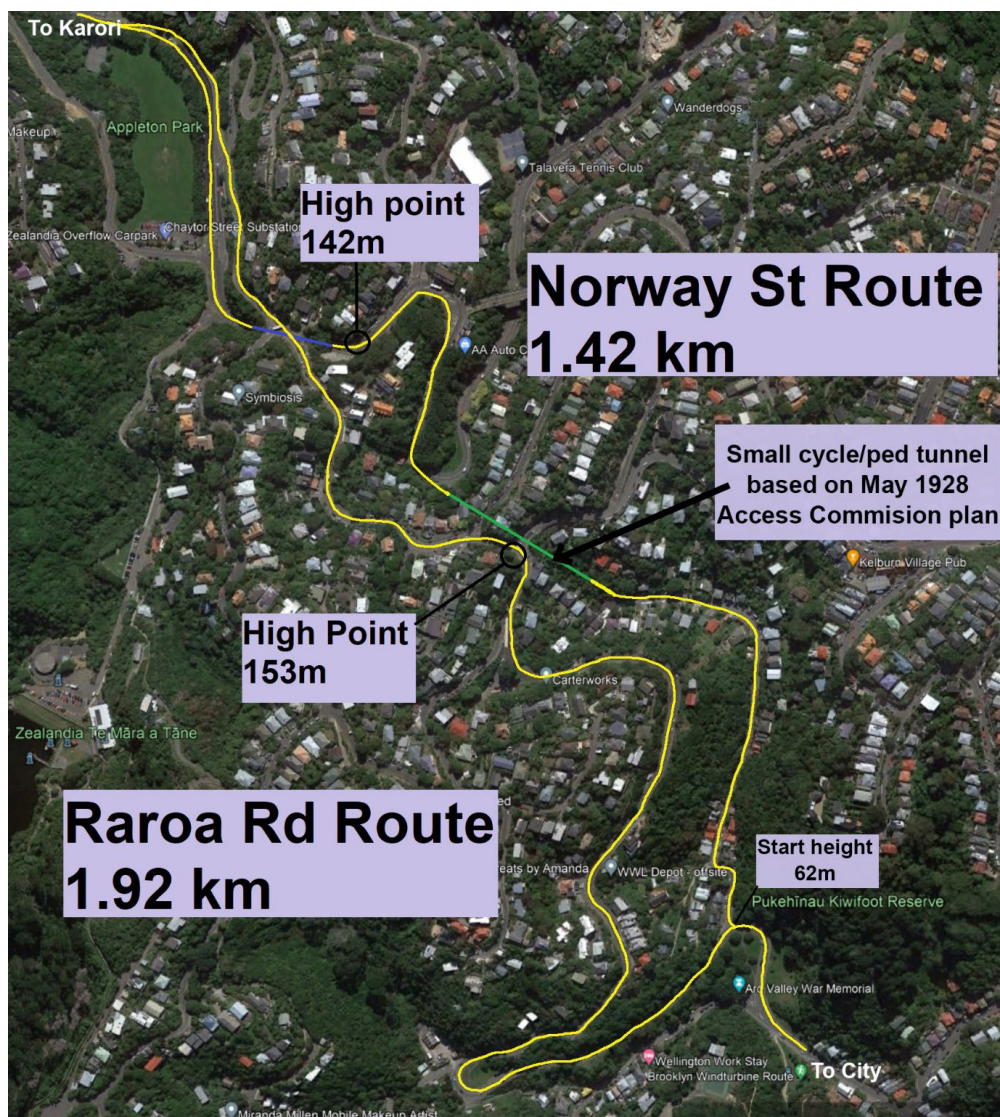
Conclusion and Solution: Norway Street Tunnel to Glenmore Street

Raroa Road is a narrow winding, windy and inhospitable road that struggles to accommodate existing users. Putting a cycleway, even a transitional cycleway along this route is unwise. The Auditors concluded that a cycleway on Raroa Road is for the “fearless”. The main reason for developing cycleways is to encourage wider use of cycling, but this plan will not achieve that.

There is a better option. In the original report, Norway Street was considered as an alternative to this stretch of Raroa Road, however it was excluded because the end of Norway Street leads to a steep public switchback walkway.

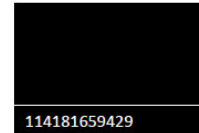
It is apparent that those involved in the cycleway design were not aware of the plans that have been on the Council books since 1928 that creates a tunnel from Norway Street through to Glenmore Street. This has been seriously proposed and examined several times by the Council for trams and other vehicles (1930s through to 1950s). In the past this was deferred awaiting greater demand. There is now practical justification for a smaller pedestrian/cycle/micro vehicle tunnel. This elegant solution will provide a better route for cyclists and will provide greater alternative access for walking and better access to bus services on Glenmore Street. Norway Street being a no-exit residential street has low vehicle numbers so would not require dedicated cycleway marking or parking loss.

For cyclists, the new Norway Street route is half a kilometre shorter than the Raroa Road route, involves less of a climb, is sheltered from the wind, and has fewer and safer corners. See following diagram.



Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Erina Papp	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Neutral

Why do you think that?

Fix public transport first. The online feedback lumps different aspect together rather than making it easy to comment in each individual aspect. It is not clear how it will make walking easier or safer.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

Fix public transport before meddling with infrastructure- we need reliable, affordable public transport. There are no motorcycle parks provided. The parking changes mean that living in Brooklyn, I will no longer be able support the businesses in the Aro Valley or visit family living there as I will be able to park.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Oppose

Do you have any comments to make about the proposed design?

I oppose installing uphill bike lanes and cycle shoulders on Raroa Road as it is too narrow. Why not create a shared footpath for bikes and people instead. Cycling uphill is not viable for large portions of the population. Wellington's hills and weather, wind and rain, does not make cycling comfortable or safe for much of the year. We have an aging population, for whom cycling is not an option.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

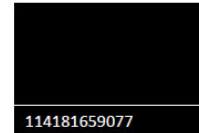
Make the proposed changes more slowly

Why do you think that?

Public Transport is unreliable and expensive, fix this first. Cycling is not an options for large portions of the population. Consider those in surrounding suburbs who will be affected.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181659077

NAME: Dylan Packman	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

I support all these changes and am very grateful to the council for the commitment to improving transport choices and safety. I grew up in Aro Valley. Freedom was riding with school friends on bikes around the city, including up Raroa Road, down through the Botanical Gardens, around the waterfront, wherever we wanted. I want the same freedom, along with greater safety, for my kids. We need to move more people more efficiently. I think these changes are necessary for the growth of our city and for our climate commitments. I am disappointed by the extended phased approach. We need change asap, and I would welcome these being implemented much faster than currently suggested. I support the extension of the speed reductions to 30km/h. I note this leaves a gap of around 120m between the bottom of Aro Street and the lower speeds on Willis Street past Abel Smith Street. I look forward to this being fixed in future along with many many other streets. We need safe streets with safe speeds. If the 10 minute parking is going to be kept at the bottom of Aro Street I think it would be good to consider reshaping the traffic island at the intersection of Willis and Aro with the intention of having a protected cycle lane between the 10 minute parking and the footpath. As a bare minimum it could be good to add some sharrows at the bottom of Aro Street. I like the bike parking and support it being in a prominent position in the Aro Street shops. There has been a big issue with bike theft in Wellington and having it in a highly visible position will be very beneficial. I would support covered lockable cargo bike parking for residents on side streets as used overseas. I support the changes to parking in Holloway Road - I wonder if it should be coupon parking for the remainder of the street and suggest the demand be monitored and evaluated later. I think the intersections of Ohiro Road and Aro Street, Durham Street and Aro Street, and Norna Crescent and Raroa Road, should be changed from Give Ways to Stops to help people in cars turning from the side streets be more aware of people on bikes. Norna Crescent joins Raroa Road immediately before a pedestrian crossing so changing this Give Way to a Stop may also increase pedestrian safety here. I appreciate the creative solution

of the "cycle shoulder" but think they should be used only where absolutely necessary as a last resort. For example on Raroa Road between Mt Pleasant Road and 151 Raroa Road there seems to be parking allowed on the downhill side of the road despite the uphill cyclelane being a cycle shoulder. There should be yellow dotted lines on the downhill side and the cycle shoulder should be a cycle lane. Because cycle shoulders are only paint, and reduce separation and protection, the speed limits should be reduced where they are in use. I don't understand what's happening at the Chaytor Street end of Raroa Crescent. There are sharrows downhill on Raroa Crescent towards Chaytor Street, should there be sharrows uphill as well? That intersection is particularly cursed, and I'm aware there is targeted work on that intersection in parallel to this process. Thank you.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Positive

People walking on the paths through Aro Park and Little Palmer Street?

Positive

People riding bikes along this route?

Positive

People driving vehicles on the surrounding streets?

Positive

People with disabilities or accessibility issues?

Positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

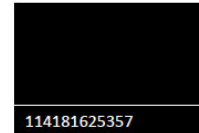
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?

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Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181625357

NAME: Hayden Hockly	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

The safety of our community and reducing emissions are of paramount importance. People living in Aro Street are close enough to the city to not need a car and these changes will make it easier and safer not to have one.

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

The parking should be deleted from the down hill, North side of the road leaving parked cars next to cycle lane. This will be safer for cyclists, will mean less debris on the cycle way and will mean fewer parks removed. Cycle lane should also be raised to footpath height - It will be safer, mean less debris and fewer puncture and remove need for dangerous (to cyclists) bollards. The footpath from Entrance Street to Adams Tce needs to be improved and widened also as the cars really wizz past here. Quite terrifying for a parent of small children being sometimes only inches from disaster. The speed limit should be lowered to 30km for all of Aro Street - up to Entrance street. This will make it safer for Families and children going to school and living their lives to cross the street.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

Please make the cycle lane raised to ensure cars do not encroach and that the surface doesn't get littered with glass and stones thrown off the road by cars. Safer and fewer punctures. Raroa road from Cluny Ave to Moana Road is also dangerously narrow with parked cars creating a single lane bottle neck - I hope this section of road will also have the uphill side of parks removed also.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very positive

People walking on the paths through Aro Park and Little Palmer Street?

Neutral

People riding bikes along this route?

Neutral

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

Do you have any comments to make about the proposed design?

Yes this path should be widened but it should only be for pedestrians and (perhaps uphill cyclists) only - like some trails around the city. There seems to be little benefit to going through park and Palmer street for cyclists riding down Aro street and they should continue all the way to Willis street and not ride through the park. The corner of the path passing near the hall and preschool is a frequent point of near misses and collisions and the combined approach speed of bikes in both directions increases this risk.

What do you think of the timing of the proposed approach?

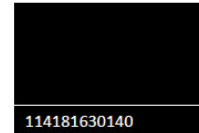
Make the proposed changes more quickly

Why do you think that?

The sooner you make all these changes the better. The safety of our community and reducing emissions are of paramount importance. People living in Aro Street are close enough to the city to not need a car and these changes will be make it easier and safer not to have one.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181630140

NAME: John Creser	SUBURB: Wellington Central	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Its a case of special interest groups being given priority over businesses & residents

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

The design is based upon the premise the changes are being made for the "greater good" of the community, which ignores the practice needs of residents.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

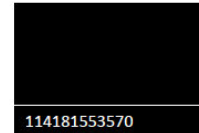
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Neutral
People riding bikes along this route?	Neutral
People driving vehicles on the surrounding streets?	Very negative
People with disabilities or accessibility issues?	Very negative
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Neutral	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181553570

NAME: Tim Bollinger	SUBURB: Te Aro	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

The bus stop outside 47b Aro Street - the aro cafe, in the middle of the shopping centre should remain, as it is central and logical, and VERY well utilised. Keep it please. It is the heartbeat of the village. And surely the shop owners that are worried about losing parking spaces for cycleways and public transport, want people to gather there and not further up or down the street. There also needs to be a continuous cycle lane on the North side of Aro street all the way to the Willis Street intersection, instead of deliberately sending bicycles down the middle of the park. This is a footpath - not a road. While currently, a lot of bike traffic carries on through the park, this is simply because it is a friendly community shared space. It was never designed to be THE dedicated route from Aro Valley to the city - simply an alternative route. As cycleways were invented to separate cycles safely from cars, and because the purpose of this exercise is to manage traffic, traffic managers should not be allowed to designate traffic directions through areas that are not their responsibility. It is a park, not a road. Babies should be able to safely sit on this pathway. It should not become a freeway for bicycles. That is the place for a road - which should be able to be

shared by cars and bicycles alike. What is lovely about the whole Aro Valley Community Centre area is that it is indeed a shared space. As a result the pathway is often, and should often be, interrupted by fairs, concerts, and other social activities that happen in the middle of the park, which the pathway runs through. It is not a roadway. In fact, a bollard at the West end of the park, missing for some years, should be restored to prevent vans and maintenance vehicles pulling up into the grass and blocking the whole area for the community - which they now regularly do.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very negative

People walking on the paths through Aro Park and Little Palmer Street?

Very negative

People riding bikes along this route?

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Very negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

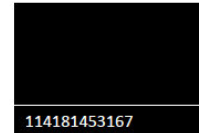
These are naturally evolved shared spaces and should not be 'redesigned' by top-down traffic engineers for their own transport benefits. If the Council wants to develop little country byways within the city - and I agree there should be more like this - then, turn some of the roads into pedestrian and cycleways instead. Not turn the ones that we already have into roads by proxy, for the benefit of cars. One of the biggest problems with the Little Palmer Street access way is that over the years trees have died and had to be removed from their roots being damaged by sort of industrial pathway 'maintenance' that widening suggests. I recommend instead that streets like Abel Smith Street be narrowed to prevent cars speeding up it after coming directly off Highway 1 up Karo Drive. We could grow more trees along the side, create a new pedestrian crossing at the top of the street, and make it safer for school children who have to cross that street twice each day to get to and from Te Aro school. While on the subject of traffic management, there should also be yellow cross hatching markings on Willis street at the entrance to Palmer Street, where the four lanes of one-way traffic backs up so much that it is often impossible for drivers to exit safely.

What do you think of the timing of the proposed approach?

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181453167

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Julia Stace	Aro Valley	An individual	Yes

General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

No provision appears to have been made for necessary support services of the dense housing stock of Aro Valley. Where do the daily tradespeople park their vans? How do the rubbish collections occur outside the cycle lanes without blocking the road? There is no spare overnight parking in Adams Tce, Durham St and Epuni St already. Expecting the elderly to carry loads from their cars parked on steep streets some distant away is unrealistic. People living on the cycle lane side of Aro St need to access transport on the south side, be it taxis, lifts or whatever. Crossing the street because parking will only be provided on the opposite side is dangerous enough now, let alone when traffic pressure is condensed, after these changes.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

Tradespeople are not taken into account. Hard enough nowadays for them to park near the house on which they are working. No provision at all for them in new plan. Housing stock here is old and needs constant maintenance. Most houses dont have any off street parking. Tradies needs access to their vans for tools. having to park in side streets, some distant away, will mean they wont come to Aro St jobs. garbage trucks picking up, taxis to airport will be similarly disadvantaged with no parking on south side of Aro St once cycle anes go in.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Oppose

Do you have any comments to make about the proposed design?

Cycle lane will be against the bank on which there have been many big slips this year. Same issues of how are tradies & garbage collection vehicles accommodated, outside the houses they need to service?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very positive

People walking on the paths through Aro Park and Little Palmer Street?

Very negative

People riding bikes along this route?

Very positive

People driving vehicles on the surrounding streets?

Don't know

People with disabilities or accessibility issues?

Very negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

This route will be wonderful for bikes and terrible for pedestrians. Already the blind exit on Little Palmer St to Abel Smith St is a danger point. People riding cycles and scooters crash into slower moving pedestrians.

What do you think of the timing of the proposed approach?

Make the proposed changes more slowly

Why do you think that?

There will not be enough parking for residents of Aro Valley after these changes are implemented. The side street are already full at night. Those who need a car to get to their work, which is beyond walking or bus use, will have to move from the area. Most people shop infrequently now and need a car to carry goods home. Parking far from their house adds to difficulties for the elderly and the less mobile. Again, what provision will be made for vital and frequent casual workers like tradespeople?

Traffic calming flower beds in the heart of Aro Valley

These mature planter boxes 'bookend' the Aro Valley shopping precinct.

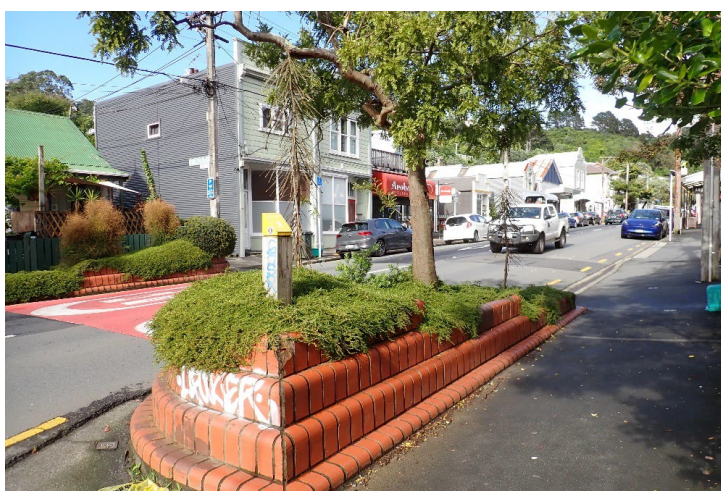
These were created some years ago for traffic calming purposes.

The plants are mainly our attractive natives and the planter boxes now contain mature trees and ground covers. It would be a tragedy to remove this attractive vegetation which defines the shopping centre and enhances the atmosphere of the Aro Valley so the cycle lanes to other suburbs can take over and occupy the road here instead.

There are mini planters at either end of the pedestrian crossing on Aro St with lancewood trees and native ground covers that are smaller but are also very attractive and streetscape enhancing.



Aro St Western end Outside Numbers 109 116 ?



Aro St shopping precinct Eastern end, raised flower beds.

Outside 72 & 73 Aro St

Photos included in submission on proposed changes for Aro St traffic.

It would be a huge loss to our streetscape and wellbeing if these features were sacrificed to the proposed cycle way.

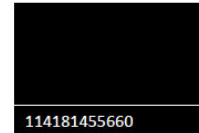
Julia Stace



21 Nov 2022

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Helen Gear	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Low importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

<p>Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22</p> <p>Oppose</p> <p>Why do you think that?</p> <p>While I agree with allowing the use of more bikes and pedestrian use on Aro Street I consider there is also an ongoing need for some parking for private vehicles from outside the suburb. Travelling to businesses and educational institutions when the weather is cold, wet or windy and during the night will be significantly affected by the planned reduction in parking. I belong to the School of Practical Philosophy which offers courses and events both during the day and in the evening. A lack of public parking and poor public transport options will have a significant effect on the ability of students from other areas of Wellington to attend. This initiative, will overtime, reduce the ability for those who live outside the immediate suburb to access services in this area decreasing the ability of businesses and organisations dependent on a wider catchment for their survival. Those that provide services for locals will survive but others are likely to leave reducing the diversity currently available in the valley. While most activities can now be undertaken online there are some activities that are best undertaken physically. – Education, client consultations, personal services such a hair dressing are examples of these. Aro valley does have a public transport service. That service runs every 20 minutes at the busiest time of the day and only hourly during the evening. For people who want to visit Aro street from one of Wellingtons outer suburbs this will make the use of public transport in the evening almost impossible especially in the winter. If the Council wishes to proceed with this type of initiative it is important that a public transport system is developed which allows people (including young families and the elderly) in greater Wellington to visit suburbs which they cannot walk or bike to reliably. Note with New Zealand's ageing population the need for systems which support those with reduced physical ability will only increase (over the next 20 to 30 years) . I recognise that Wellington is a small city by International Standards and has a large catchment area. It will be a challenge to provide a comprehensive public transport system that provides easy / fast door to door options for all of its citizens. The Council must in its planning also recognise that cars are currently being developed and sold that have a smaller environmental impact and the economics of</p>
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transport are leading to more car pooling. A complete switch to public transport, walking and cycling will not support the needs of all citizens. I request that the Council take into account the ongoing needs for people to visit Aro Valley businesses and residents by either • changing the plan to reserve a reasonable number of parking spaces for non-residents to ensure that there is the ability for visitors to the suburb to access parking. Or, • prioritising the development of a central parking area in Wellington with on-demand public transport that provides quick and easy transport to areas such as Aro street where parking is almost non-existent. This would support greater city wide connectivity and a city that supports the growth of community and diversity for all Wellingtonians.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

People walking on the paths through Aro Park and Little Palmer Street?

People riding bikes along this route?

People driving vehicles on the surrounding streets?

People with disabilities or accessibility issues?

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback

114181460094

NAME: Ben and Charlotte Darlow	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

**SUBMISSION FROM BEN AND CHARLOTTE DARLOW OF 26 PALMER ST IN RELATION
TO THE ARO VALLEY CONNECTION PROPOSAL**

ARO VALLEY CONNECTION

1. Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

The route that goes across the Park, through the community centre, down Palmer St, across the footpath, along little Palmer St, across Abel Smith St footpath then the street, down Inverloch Place, round the side of an apartment building through a narrow alley, and then along Oak Park Avenue is tortuous, has multiple bottlenecks, poor visibility at merge points, dangerous road crossings (when merging onto Abel Smith St travelling towards the city or merging onto Aro St when travelling toward Raroa Road) with poor visibility for riders and drivers, and puts riders and walkers into direct conflict. Most riders following this route are doing so to get somewhere rather than to enjoy the ride so the speeds at which they need to travel are not amenable to shared cycle and walkways. The plan seems to suggest that cyclists will travel up and down Abel Smith St and take the path west of SH1 between Abel Smith St and Oak Park Ave. Observation of current cyclist behaviour clearly shows this route (currently available) will not be followed. It is too slow, particularly with a need to wait for the lights when travelling north to south.

A much more sensible option would be to continue the east to west sharrows to the bottom of Aro St, then construct a cycle lane along Willis St that joins with the existing path that runs west of the State Highway 1 on ramp and joins with Oak Park Ave. This is a much more efficient route to cycle and (with appropriate design, cyclist protection, and cycle priority over road traffic turning left into Palmer and Abel Smith Streets) would be quicker and easier than the route proposed (and so would be used). Such a route would also connect much more effectively with the Karo Drive cycle way, improving connection with existing and well used infrastructure.

The west to east section of Aro Street already has a no stopping zone between the crossing at the eastern end of Aro Park and Willis St, meaning there is reduced risk to cyclists from parked cars. The footpath is very wide at this point, so could be narrowed to allow a separated bike path. A free left turn (that does not require giving way to car traffic on Willis St but does require giving way to the pedestrian crossing) would be cheap and easy to install, as would a cycle way along Willis St. This would require the removal of relatively few car clearway parks (that frequently disrupt rush hour traffic when people do not respect the parking times) and a slight narrowing of the existing (moderately wide) footpath. The 10 minute parks outside 292 Willis were formerly required for dairy customers, but this has since shut down (the 60 minute parks at the bottom of Palmer St could be converted to 10 minute parks). Ideally, the ability for cars to turn from Karo drive onto Abel Smith St would be blocked (instead they could go around the Victoria Street and Webb Street routes already used by those driving to Aro or Palmer Streets). This would enable the cyclist (and pedestrian) route across the bottom of Abel Smith St to be green most of the time, improving route efficiency and cyclists' motivation to use it.

Many cyclists coming from town to the Valley already come up Victoria St, but have difficulty efficiently getting to Aro St and use a combination of riding on the footpath on the eastern side of Willis St to the crossing, or riding up the footpath on the western side of Willis St to Palmer St, or going up Abel Smith St and through Little Palmer. All of these routes bring them into conflict with pedestrians, diminishing safety for both groups. A north to south cycleway on the eastern side of Willis St between Abel Smith St and the Aro St pedestrian crossing would solve this problem and also provide an efficient route for those travelling north to south down the pathway from Oak Park Avenue.

If this solution were instituted, the path across Aro Park, the route between the community centre and the preschool, the footpath on Palmer St, the path down Little Palmer St, and the path between Inverloch PI and Oak Park Avenue could be pedestrian only, with instructions for cyclists to dismount and speed limits for e-scooters. This would make the route substantially safer for pedestrians, particularly children and those with reduced mobility. This is a route with heavy foot traffic during busy transport periods, and a large number of children, commuting both to Aro School and to the Aro Valley Pre-School.

We also oppose the installation of speed bumps on Aro Street. Experience as cyclists demonstrates that these have a concertina effect on cars and causes unpredictable rates and timing of braking. A consistent speed of 30km an hour on the downhill lane will be much safer and more efficient than constant braking and acceleration.

CHANGES PROPOSED FOR THE RAROA ROAD SECTION

2. Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

This route is currently very unsafe for drivers and cyclists. These changes appear to strike a pragmatic balance between improvement and feasibility.

CHANGES PROPOSED FOR ARO PARK AND LITTLE PALMER STREET

3. What do you think the impact of widening the path would be for:
 - a. People using Aro Park for recreation (e.g. picnicking)? **Very negative**
 - b. People walking on the paths through Aro Park and Little Palmer Street? **Very negative**
 - c. People riding bikes along this route? **Neutral**
 - d. People driving vehicles on the surrounding streets? **Negative**
 - e. People with disabilities or accessibility issues? **Very negative**
4. Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Oppose

We have lived in 26 Palmer St (which borders Little Palmer St) for 14 years. Our back access gate opens directly onto Little Palmer Street. We have used the route on a daily basis for cycling, walking, and for our children (including when they were toddlers and pre-schoolers). We will be directly affected by these proposed changes and are also likely have more understanding of the issues and opportunities than most others. As a directly affected party, due to our immediate proximity to Little Palmer Street, we are surprised and disappointed that no one who is involved in proposing these changes has made any attempt to contact us and discuss the proposal, including the direct impact on our property. They appear to have given very little thought to the complexities of this route and current problems that will not be addressed by these changes (and may be aggravated).

We absolutely agree that Little Palmer St needs to be improved and upgraded. The surface is poor, representing a tripping hazard, and the sealed path is too narrow even for passing pedestrians with child buggies. As mentioned above, we do not think that the proposed cycle path route is close to the best solution. It is the current defacto best path for cyclists because the route down Aro St and along Willis St to the city is currently inefficient and unsafe for cyclists. It would be much better, safer, and likely cheaper, to improve this connection rather than funnel more cyclists through the park, past the community centre and through Little Palmer St. This route has numerous conflict points and we have seen numerous collisions and near misses, including with small children. Our sense is that these dangers will be aggravated rather than improved by the proposed plan.

We hope that the Council will do further work on the proposal to deconflict the routes and maximise transport efficiency. However, if the Council decide to proceed with this proposal, then from our perspective, there are important considerations that need to be addressed:

- 1) The garden space on the eastern side of Little Palmer St needs to be maintained. At times when this has been unplanted, graffiti, vandalism, and accidental collisions with our house have substantially increased.
- 2) There needs to be safe exit from the gates to 26 Palmer St and 127A Abel Smith St into Little Palmer St.
- 3) The run off from the path into 26 Palmer St and 127 Abel Smith St needs to be improved not aggravated.
- 4) The gardens on both sides of the sealed path need to be lowered to enable these to absorb run off from the lane and stop pushing up against the weather boards of 26 Palmer St.
- 5) The edges of the path need clear hard margins to stop creep of the gardens into the path or people moving along the lane running into the garden.
- 6) The access to water and sewer pipes that run under the garden on the eastern side of Little Palmer St needs to be maintained (these old pipes have required frequent work, including digging and resurfacing of the laneway).
- 7) The two large pine needle trees at the north end of the garden on the eastern side of Little Palmer St need to be removed or they will continue to disrupt the surface, invade the pipes, and limit the width.
- 8) Mirrors need to be installed at both ends to allow visibility around the corners.

9) Speed limit signs need to be installed at both ends.

10) Cameras need to be installed to identify and ticket motorised scooters and motor bikes that illegally use the path.

11) Proper safety lighting needs to be installed along the laneway.

12) A pedestrian crossing needs to be installed between the northern end of Little Palmer St and 148 Abel Smith St so that children can cross safely on their way to Aro School and so there is improved driver attention to cyclists crossing Abel Smith St here.

13) Individual parking spaces need to be marked outside 26 Palmer St with yellow cross hatching outside the garage to prevent people squeezing more than two cars in and blocking the garage.

We note that further consultation with the community on the impacts for Aro Park may be required, as undertaking work to alter the pathway through Aro Park is also in conflict with the community aspiration to restore the Waimapihi Stream as it flows through the park.

STAGED APPROACH FOR ARO VALLEY CONNECTION

5. What do you think of the timing of the proposed approach?

Make the proposed changes more slowly

We are very supportive of cycling and walking as healthier and more sustainable means of transportation and exercise. We also believe that storing private vehicles on public roadways is a very poor use of valuable public infrastructure. However, we recognise that our views on this point may differ from many of those within our community and that many people rely in kerbside parking to be able to participate in their day-to-day lives, particularly those who have limited mobility.

We agree that car sharing rather than private car ownership will be the way of the future, but this transition will take some time. Irrespective of this, one more car share space on Epuni St is unlikely to be sufficient for everyone who is losing parking outside their homes.

We recognise the need to bring the community with us on this journey and are concerned that this proposal risks dividing our currently strong but diverse community in the way it did Island Bay, pitting cyclists against drivers and residents. We would rather have a poor transport solution than a divided community and long-running litigation.

In our view, more time and methods for consultation with the community and impacted parties is needed. The Aro Valley is a community that needs a long time to come to consensus on change, but it is much more efficient to spend time achieving this than pushing forward with divisive changes and short time frames.

6. Do you support the proposed speed changes on the Aro Valley Connection route?

Strongly support

The current approach of people slowing through the shops, then accelerating toward the Ohiro Road intersection and the Willis St intersection is unsafe and inefficient.

YOUR RELATIONSHIP WITH THE AREA

7. What is your main relationship to the area?

We live in the area

8. How do you normally travel along the Aro Valley route? Please tick one:

Bicycle

CITY GOALS AND NETWORK QUESTIONS

9. How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use

Very important

WOULD YOU LIKE TO SPEAK TO COUNCILLORS IN SUPPORT OF YOUR SUBMISSION?

Yes – ☐

Providing feedback as an individual

OUR DETAILS

Names: **Ben and Charlotte Darlow**

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☐

☐

☐

☐

☐

Aro Valley and Ngaio connections proposals – November 2022

Feedback

114181458963

NAME: Philip Dinniss	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Have your say on pedestrian and bike improvements in Aro Valley

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellingtonians have asked for better transport options, action on climate change and more accessible housing so Wellington City Council is getting on with it. As part of preparing our city for the future, we're planning interim improvements for people walking, riding bikes, and using buses from Karori to the city through Aro Valley.

We're seeking your feedback on these proposed street changes until 5pm Monday 21 November.

The proposal aims to make it safer and easier for more people to walk and ride and deliver more efficient and reliable bus trips. These changes will enable more people to get around in zero or low-carbon ways, support growing neighbourhoods, and free up space for people who really need to drive. If approved, the changes will be installed using materials that can be adapted as needed. We've developed the designs based on technical advice and consultation with the community.

We want your feedback to see if there are any improvements that can be made before we make these changes.

You can view the full project details for Aro Valley Connection at transportprojects.org.nz/arovalley

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you can attach any relevant photos, sketches, or documents if you wish. Feel free to skip questions. You don't have to answer them all.

You can contact us at arovalleyconnections@wcc.govt.nz if you have any questions or you can visit a Aro Valley drop-in session if you need help filling out a submission.

Aro Valley Connection

The Aro Valley Connection project will make it safer and easier for more people to walk, bike, scoot and bus into the city from Karori, Highbury, Kelburn and Aro Valley.

The street changes planned for this route include:

- New street layout with a separated uphill bike lane on Aro Street, and uphill bike lanes and cycle shoulders on Raroa Road, with sharrows in the downhill direction
- Extended 30km/h zone further along Aro Street through to Willis Street
- New raised pedestrian crossing and new speed cushions on Aro Street to reduce speeds
- New car share parking spaces and new mobility car park on Epuni Street
- Better bike parking in the shopping village
- Changes to parking on Aro Street, Raroa Road, and some side streets
- Changes to the paths through Aro Park and along Little Palmer Street to create shared paths

Changes proposed for the Aro Street section

We are proposing changes for the road layout along Aro Street to include:

- New bike lane on the uphill side
- Raising the pedestrian crossing by Aro Park
- Extending the 30km/h speed zone down to Willis Street
- Better bike parking in the shopping village
- Removing one bus stop outside 47b Aro Street
- Introducing car share (one car, one van) and a mobility park on Epuni Street.
- Parking changes on the south side of Aro Street rolled out over two years.
- These changes will also require some parking changes for Aro Street, Ohiro Road, Epuni Street, and Holloway Road.

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Aro Street and Raroa Road are a critical link between Highbury, Kelburn and Karori and the motorway and southern end of the city and the airport. Unfortunately neither Aro Street nor Raroa Road have the road space to accommodate a third mode of transport; both are too narrow and the proposal has no regard for the needs of existing residents along the route and others who will use it.

Existing property owners on both streets will see values depreciate when coming to sell properties as on-road resident or visitor parking will be almost impossible making the area impractical and unattractive for young families and difficult for older residents.

The route is the main access for dump trucks hauling from some western suburbs to the landfill in Happy Valley. The road is so narrow that in places buses travelling in either direction have to "stop and fill" to pass.

Changes proposed for the Raroa Road section

We are proposing changes for the road layout along Raroa Road to include:

- Installing uphill bike lanes and cycle shoulders on Raroa Road through to Raroa Crescent, with sharrows in the downhill direction
- Installing a new bus stop opposite 125 Raroa Road (at the bottom of the Harrold Streetpath)
- Removing all on-street parking space on the uphill side, and putting broken yellow lines on the corners in the downhill direction to improve safety and visibility
- Moving two bus stops between Cluny Avenue and Fairview Crescent 10-15 metres to make it easier to access buses.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Cycle usage on the Raroa Road part of the route will have minimal impact on emissions in the city. The exposed nature and gradient of Raroa Road is such that it is doubtful many more cyclists than the handful who at present use the road will be attracted even by a cycle lane.

The audit report of the design implies meeting the bare minimum of lane dimensions; cyclists need to recognise the risks they will be exposing themselves to.

Having removed all the parking on the uphill lane, by the time all the corners are yellow lined both sides there will be scant parking on the downhill lane too. Many houses on the downhill side have off street parking but several on the uphill side have none. The proposal will make it almost impossible for people to have friends or families to their homes as they won't be able to park their electric cars.

Changes proposed for Aro Park and Little Palmer Street

We know that people are currently using the footpath through Aro Park and along Little Palmer Street as a quiet route to ride through to the city.

We are proposing to widen these footpaths from 1.5m to 2.5m and improve their condition to create proper shared paths that would be safer for people, both walking and cycling, to pass each other.

What do you think the impact of widening the path would be for:					
People using Aro Park for recreation (e.g. picnicking)?					
<input type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input type="checkbox"/> Neutral	<input type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People walking on the paths through Aro Park and Little Palmer Street?					
<input type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input checked="" type="checkbox"/> Neutral	<input checked="" type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People riding bikes along this route?					
<input type="checkbox"/> Very positive	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Neutral	<input type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People driving vehicles on the surrounding streets?					
<input type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input checked="" type="checkbox"/> Neutral	<input checked="" type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People with disabilities or accessibility issues?					
<input type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input checked="" type="checkbox"/> Neutral	<input checked="" type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?					
<input type="checkbox"/> Strongly support	<input type="checkbox"/> Support	<input checked="" type="checkbox"/> Neutral	<input type="checkbox"/> Oppose	<input type="checkbox"/> Strongly oppose	<input type="checkbox"/> Don't know
Do you have any comments to make about the proposed design?					
There is an programming error in the multi choice lines above: ticking neutral also automatically ticks negative and vice versa..					

Staged approach for Aro Valley Connection

We're proposing to make changes along Aro Street using a staged approach over two years, to help residents in the area to adapt to the parking changes. The first stage addresses safety concerns and provides better transport options for people that can help reduce the number of cars in the area over time, before further changes are made.

Stage one - 2023

- Extend the existing 30km/h zone on Aro Street by 150m from the School of Philosophy to Willis Street
- Raise the pedestrian crossing on Aro Street by Aro Park
- Install four sets of speed cushions along Aro Street
- Add two new car share parking spaces on Epuni Street
- Add one new mobility car park on Epuni Street
- One car park in the shopping area will be changed to six bike parks
- Mark/paint car parks on Aro Street
- Install 100m of the uphill separated bike lane from 171-197 Aro Street
- Install the uphill bike lane along the top end of Aro Street from Holloway Road, on Raroa Road to Raroa Crescent
- On Raroa Road, remove all on-street parking on the uphill side and at corners on the downhill side
- Widen and improve the paths through Aro Park and Little Palmer Street
- Remove three coupon car parks on Aro Street
- Introduce 35 residents car parks and 33 residents and P120 parks on Holloway Road.

Stage two - 2024

- Install the remaining 400m of uphill separated bike lane from 117 Aro Street to Holloway Road
- Remove 48 coupon car parks on the south side of Aro Street.

Stage three - 2025

- Install the final section of bike lane on Aro Street, from Willis Street to the shops at Alameda Terrace
- Change 20 coupon car parks to residents parking on Ohiro Road
- Remove 18 residents' car parks and four coupon car parks on the south side of Aro Street.

What do you think of the timing of the proposed approach?

- ☐ Make the proposed changes more quickly ☐ The timing of the stages is about right ☒ Make the proposed changes more slowly ☐ Don't know

Why do you think that?

This is a project that looks good on paper but seems to ignore the reality of the topography and the climate. It appear to be based on the "build it and they will come" mentality. As a grandparent I would discourage teenagers using the Raroa Road route, let alone primary aged children. Nor would people in the older age brackets use it. Having discussed it with several friends who are keen cyclists with electric bikes, they agree it is just not a suitable road for cycling, cycle lane or not.

Aro Valley may benefits from the proposed changes.

If it proceeds and cyclists do not use it, it will be a huge waste of the city's scarce financial resources.

Removing parking in Raroa Rd will exacerbate already crowded parking in surrounding streets - Norna Cres, Mertoun Terrace, Highbury Road, Zetland Street, most of which are accessible by steps from Raroa Rd.

Do you support the overall proposed changes to the Aro Valley Connection route?

These include traffic resolution TR179-22.

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Why do you think that?

The proposal has no regard for the interests of the residents and property owners along the route who are not cyclists. There is no cost benefit analysis that looks at the entire equation; the Council's Transition Cycling group sponsoring the proposal quotes Waka Kotahi guidelines which show positive benefits based on statistics for cyclists but is silent on the effects on property values and dislocation for non-cycling residents.

Raroa Road is inherently dangerous for cyclists. Installing a dedicated uphill cycle lane which is intended to attract more cyclists will in fact expose more cyclists to accident risks. In places the lane widths are the bare minimum and when heavy trucks and buses are passing or traversing the sharp corners, regardless of road markings they will at times encroach on cycle lanes.

WCC data show that in the month of March there were approximately 200,000 motor vehicle movements and October data shows 4075 cycle movements (in Aro Street; no separate data is available for Raroa Road), ie cycle movements represent 0.02% of the total. There are no quoted measurable empirical benefits for the environment.

Do you support the proposed speed changes on the Aro Valley Connection route?

Extending the 30km/h zone in the Aro shopping area 150m through to Willis Street. This is a separate decision from the other proposed changes, and the final decision is made by Waka Kotahi NZ Transport Agency as per the Setting of Speed Limits Rule 2022. We're consulting on both the road and speed change decisions at the same time, as the changes would be delivered together to achieve the best outcome for the community.

☐ Strongly support ☐ Support ☒ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Why do you think that?

It is already a relatively low speed area with the Owhiro Road intersection and a pedestrian crossing in the short stretch of road.

Your relationship with the area

What is your **main** relationship to the area? **Please tick one:**

- ☒ I live in the area
- ☐ I work in the area
- ☐ I own or manage a business in the area
- ☐ I go to school or education in area
- ☐ I visit the area (e.g. to see friends or businesses)
- ☐ I do recreational activities in the area (e.g. running, walking etc.)
- ☐ I drop my kids at childcare, school or education in the area
- ☐ I travel through the area
- ☐ I live in Wellington
- ☐ I don't have a relationship to the area

How do you normally travel along the Aro Valley route? **Please tick one:**

We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.

- ☒ Car/Van
- ☐ Commercial vehicle (e.g. van or truck)
- ☐ Bicycle
- ☐ Walk/run
- ☐ Bus
- ☐ Motorcycle or motor scooter
- ☐ E-scooter, skateboard etc
- ☐ Wheelchair or mobility scooter

City goals and network questions

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

- ☐ Very important ☐ Important ☒ Moderate importance ☐ Low importance ☐ Not important ☐ Don't know

Your details

Why do we collect information about you?

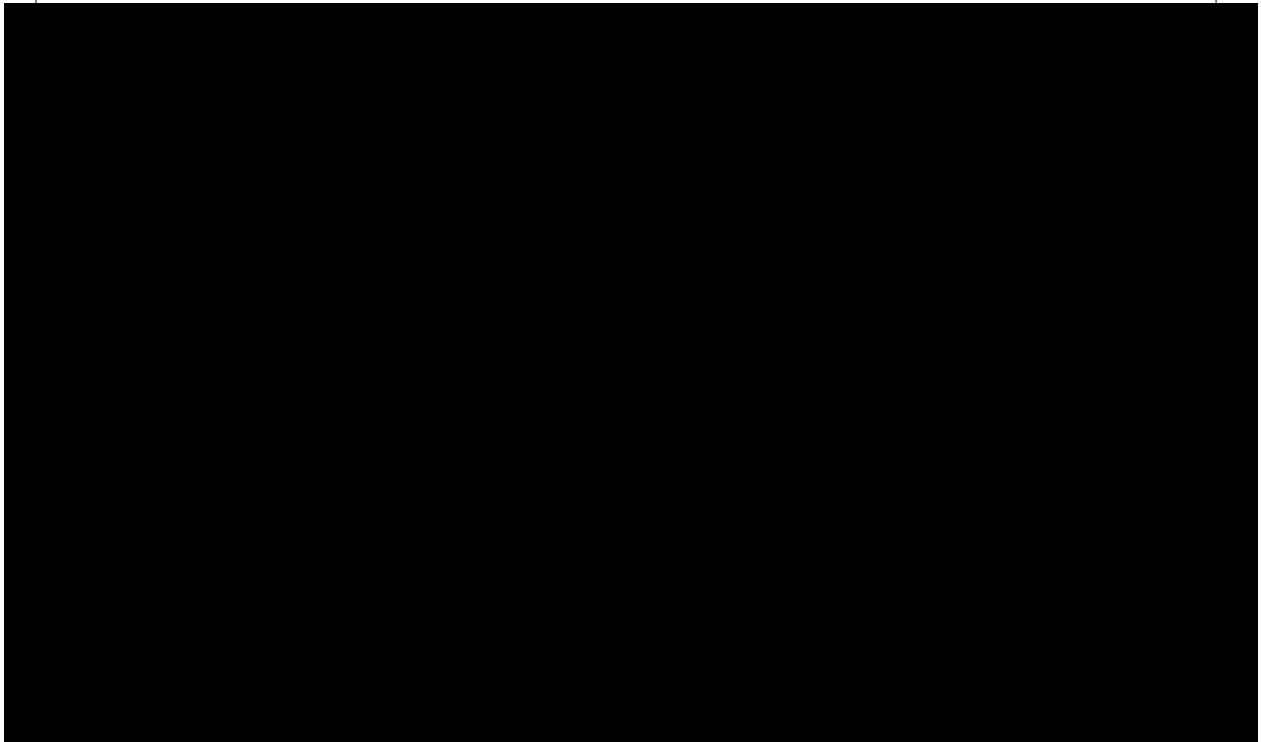
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Your responses will help us better understand who is engaging with this project.

You can view our privacy statement at transportprojects.org.nz/about/privacy

Your name and contact details

Name



Aro Valley and Ngaio connections proposals – November 2022

Feedback

114181456680

NAME: Max Dickens	SUBURB:	ON BEHALF OF: Bus and Coach Association	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Have your say on pedestrian and bike improvements in Aro Valley

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellingtonians have asked for better transport options, action on climate change and more accessible housing so Wellington City Council is getting on with it. As part of preparing our city for the future, we're planning interim improvements for people walking, riding bikes, and using buses from Karori to the city through Aro Valley.

We're seeking your feedback on these proposed street changes until 5pm Monday 21 November.

The proposal aims to make it safer and easier for more people to walk and ride and deliver more efficient and reliable bus trips. These changes will enable more people to get around in zero or low-carbon ways, support growing neighbourhoods, and free up space for people who really need to drive. If approved, the changes will be installed using materials that can be adapted as needed. We've developed the designs based on technical advice and consultation with the community.

We want your feedback to see if there are any improvements that can be made before we make these changes.

You can view the full project details for Aro Valley Connection at transportprojects.org.nz/arovalley

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you can attach any relevant photos, sketches, or documents if you wish. Feel free to skip questions. You don't have to answer them all.

You can contact us at arovalleyconnections@wcc.govt.nz if you have any questions or you can visit a Aro Valley drop-in session if you need help filling out a submission.

Aro Valley Connection

The Aro Valley Connection project will make it safer and easier for more people to walk, bike, scoot and bus into the city from Karori, Highbury, Kelburn and Aro Valley.

The street changes planned for this route include:

- New street layout with a separated uphill bike lane on Aro Street, and uphill bike lanes and cycle shoulders on Raroa Road, with sharrows in the downhill direction
- Extended 30km/h zone further along Aro Street through to Willis Street
- New raised pedestrian crossing and new speed cushions on Aro Street to reduce speeds
- New car share parking spaces and new mobility car park on Epuni Street
- Better bike parking in the shopping village
- Changes to parking on Aro Street, Raroa Road, and some side streets
- Changes to the paths through Aro Park and along Little Palmer Street to create shared paths

Changes proposed for the Aro Street section

We are proposing changes for the road layout along Aro Street to include:

- New bike lane on the uphill side
- Raising the pedestrian crossing by Aro Park
- Extending the 30km/h speed zone down to Willis Street
- Better bike parking in the shopping village
- Removing one bus stop outside 47b Aro Street
- Introducing car share (one car, one van) and a mobility park on Epuni Street.
- Parking changes on the south side of Aro Street rolled out over two years.
- These changes will also require some parking changes for Aro Street, Ohiro Road, Epuni Street, and Holloway Road.

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

The proposal does not go far enough. WCC should also:

- Remove southbound car parks. These roads are extremely narrow, and storage of personal property impedes a main thoroughfare. This area is already a difficult area to navigate by bus. Parked cars are a safety hazard as they block visibility.
- Remove more/all of the car parks around the shopping area. There is more than adequate foot-traffic to maintain the businesses on this road. Keeping the on-street parking renders the other changes pointless, and this will force buses and cyclists to continue navigating cars on a narrow road.
- Remove northbound parking to Holloway Road as part of the process. There is no reasonable justification that Stage 3 should not be Stage 1.

We also have some concerns about the raised tables. Although we support slowing traffic in principle, they can damage buses and make riding PT more uncomfortable

Changes proposed for the Raroa Road section

We are proposing changes for the road layout along Raroa Road to include:

- Installing uphill bike lanes and cycle shoulders on Raroa Road through to Raroa Crescent, with sharrows in the downhill direction
- Installing a new bus stop opposite 125 Raroa Road (at the bottom of the Harrold Streetpath)
- Removing all on-street parking space on the uphill side, and putting broken yellow lines on the corners in the downhill direction to improve safety and visibility
- Moving two bus stops between Cluny Avenue and Fairview Crescent 10-15 metres to make it easier to access buses.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Holloway Road should be fully under Te Aro parking zone. This should help balance out local concerns about reduced parking. It will also discourage commuters parking close to town and walking in, rather than taking the bus from further out.

Changes proposed for Aro Park and Little Palmer Street

We know that people are currently using the footpath through Aro Park and along Little Palmer Street as a quiet route to ride through to the city.

We are proposing to widen these footpaths from 1.5m to 2.5m and improve their condition to create proper shared paths that would be safer for people, both walking and cycling, to pass each other.

What do you think the impact of widening the path would be for:					
People using Aro Park for recreation (e.g. <i>picnicking</i>)?					
<input checked="" type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input checked="" type="checkbox"/> Neutral	<input checked="" type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People walking on the paths through Aro Park and Little Palmer Street?					
<input checked="" type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input type="checkbox"/> Neutral	<input type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People riding bikes along this route?					
<input checked="" type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input type="checkbox"/> Neutral	<input type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People driving vehicles on the surrounding streets?					
<input checked="" type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input type="checkbox"/> Neutral	<input type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
People with disabilities or accessibility issues?					
<input checked="" type="checkbox"/> Very positive	<input type="checkbox"/> Positive	<input type="checkbox"/> Neutral	<input type="checkbox"/> Negative	<input type="checkbox"/> Very negative	<input type="checkbox"/> Don't know
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?					
<input checked="" type="checkbox"/> Strongly support	<input type="checkbox"/> Support	<input type="checkbox"/> Neutral	<input type="checkbox"/> Oppose	<input type="checkbox"/> Strongly oppose	<input type="checkbox"/> Don't know
Do you have any comments to make about the proposed design?					
<p>The Bus and Coach Association support separated infrastructure for active transport modes. This is for two key reasons:</p> <ul style="list-style-type: none"> - Cyclists can hold up buses when the two share lanes. - PT users will often complete the first and last miles using active modes. <p>We also recommend delineating part of the path for cycling, and part for pedestrians. This should also be done in areas like the waterfront, as their speed differential causes conflicts.</p>					

Staged approach for Aro Valley Connection

We're proposing to make changes along Aro Street using a staged approach over two years, to help residents in the area to adapt to the parking changes. The first stage addresses safety concerns and provides better transport options for people that can help reduce the number of cars in the area over time, before further changes are made.

Stage one - 2023

- Extend the existing 30km/h zone on Aro Street by 150m from the School of Philosophy to Willis Street
- Raise the pedestrian crossing on Aro Street by Aro Park
- Install four sets of speed cushions along Aro Street
- Add two new car share parking spaces on Epuni Street
- Add one new mobility car park on Epuni Street
- One car park in the shopping area will be changed to six bike parks
- Mark/paint car parks on Aro Street
- Install 100m of the uphill separated bike lane from 171-197 Aro Street
- Install the uphill bike lane along the top end of Aro Street from Holloway Road, on Raroa Road to Raroa Crescent
- On Raroa Road, remove all on-street parking on the uphill side and at corners on the downhill side
- Widen and improve the paths through Aro Park and Little Palmer Street
- Remove three coupon car parks on Aro Street
- Introduce 35 residents car parks and 33 residents and P120 parks on Holloway Road.

Stage two - 2024

- Install the remaining 400m of uphill separated bike lane from 117 Aro Street to Holloway Road
- Remove 48 coupon car parks on the south side of Aro Street.

Stage three - 2025

- Install the final section of bike lane on Aro Street, from Willis Street to the shops at Alameda Terrace
- Change 20 coupon car parks to residents parking on Ohio Road
- Remove 18 residents' car parks and four coupon car parks on the south side of Aro Street.

What do you think of the timing of the proposed approach?

- ☒ Make the proposed changes more quickly ☐ The timing of the stages is about right ☐ Make the proposed changes more slowly ☐ Don't know

Why do you think that?

All three stages should be implemented immediately. This is for two reasons:

- Most residents will never approve of the proposed changes. Therefore staggering the changes will do nothing but slow progress and increase opportunities for legal challenges.
- Residents already live very close to the CBD, and this is a key thoroughfare.

Do you support the overall proposed changes to the Aro Valley Connection route?

These include traffic resolution TR179-22.

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Why do you think that?

It is positive that WCC are reprioritising our urban space away from the private car. This is particularly true in areas such as Aro Valley, which were designed before the invention of space-inefficient private cars.

Do you support the proposed speed changes on the Aro Valley Connection route?

Extending the 30km/h zone in the Aro shopping area 150m through to Willis Street. This is a separate decision from the other proposed changes, and the final decision is made by Waka Kotahi NZ Transport Agency as per the Setting of Speed Limits Rule 2022. We're consulting on both the road and speed change decisions at the same time, as the changes would be delivered together to achieve the best outcome for the community.

☒ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose ☐ Don't know

Why do you think that?

We support moves to increase pedestrian safety. Large sections of Wellington are still very difficult to traverse by foot due to wide roads and high vehicle speeds. This has a flow on effect to reducing PT uptake.

Your relationship with the area

What is your **main** relationship to the area? **Please tick one:**

- ☐ I live in the area
- ☐ I work in the area
- ☐ I own or manage a business in the area
- ☐ I go to school or education in area
- ☐ I visit the area (e.g. to see friends or businesses)
- ☐ I do recreational activities in the area (e.g. running, walking etc.)
- ☐ I drop my kids at childcare, school or education in the area
- ☐ I travel through the area
- ☐ I live in Wellington
- ☒ I don't have a relationship to the area

How do you normally travel along the Aro Valley route? **Please tick one:**

We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.

- ☐ Car/Van
- ☐ Commercial vehicle (e.g. van or truck)
- ☐ Bicycle
- ☐ Walk/run
- ☒ Bus
- ☐ Motorcycle or motor scooter
- ☐ E-scooter, skateboard etc
- ☐ Wheelchair or mobility scooter

City goals and network questions

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

- ☒ Very important ☐ Important ☐ Moderate importance ☐ Low importance ☐ Not important ☐ Don't know

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. We are planning the hearing or forum for 1 December, if you select 'yes', one of our team will be in touch to confirm.

- ☐ No ☒ Yes If yes, please provide your contact number:

Are you providing feedback as ☐ An individual ☒ On behalf of an organisation ☐ On behalf of a primary or secondary school

Name of organisation Bus and Coach Association

Name of school

Your details

Why do we collect information about you?

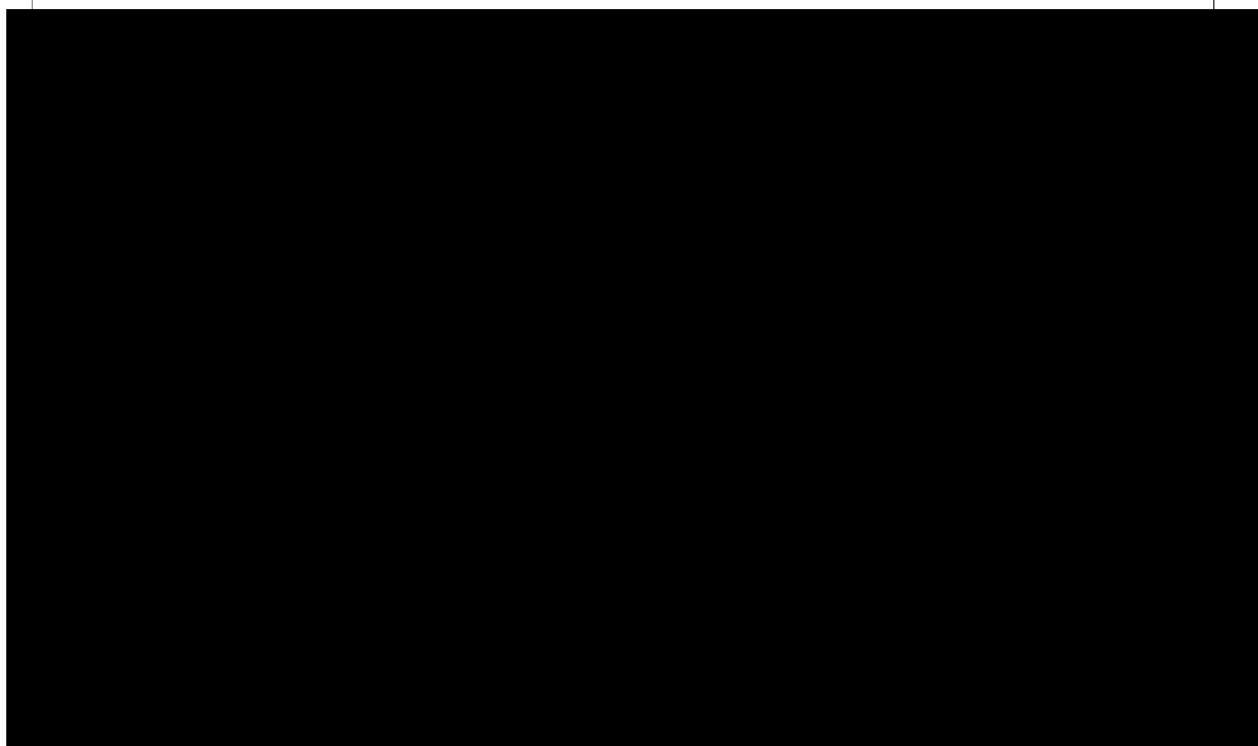
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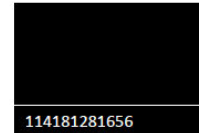
Your name and contact details

Name Max Dickens



Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181281656

NAME: Maria Cassidy	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
--	------------------------------

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly oppose

Why do you think that?

Even when upgraded I don't believe that the bike route will be well utilised due to its topography and the fact there still won't be much separation between cyclists and vehicles. However, it will have a substantive impact on those that live in the Aro Valley community. The lack of car parking will make it difficult to transport kids to sports and after school activities (because it won't be feasible to have a car) and there will be nowhere for tradepeople to park when doing work.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

see attached document

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

see attached document

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Negative
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	
I support increasing the quality of the path through aro park as it generally in very bad condition during winter and often floods making it not useable	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
I don't agree with the changes - if they are to be made more time is required to identify parking options for those in the community (we are a community not just a thoroughfare)



Raroa Road - even with cars parked on only one side traffic would still need to wait for on-coming traffic, unless that traffic uses the bike lane, which puts cyclists at risk.



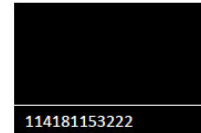
Raroa Road - narrow along straights even without parked cars or a bike lane! Yellow lines required.



Raroa Road - waiting for oncoming traffic, it is indeed narrow this street! A parked car, standard car driving, standard car coming the other way, or a bus or other large vehicle definitely wouldn't work most of the way along Raroa Road. Add in a bike, hhm? Waiting for traffic coming the other way currently happens at least twice down this road on each journey.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181153222

NAME: Steve	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Whilst I understand the concept of improving traffic flow for all road users in this area, the negatives far outweigh the positives in terms of the impacts upon local residents and ratepayers in the affected areas. Parking is already severely limited and there appears to be no suitable logical alternative for residents to park their vehicles.

Do you support the proposed speed changes on Aro Street?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

Where do people park their cars when its already at a premium ?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

We park directly where your photo has the new bus stop on Raroa Rd at the Harrold Street path as this is the only access to our property at 94 Raroa Rd. If all parking is removed here with the bus stop and cycle way, then there are no parks on the left hand side of the road within

kilometres. This simply won't work for us transporting children to and from school and other activities, grocery shopping, visits from friends relatives, and any sort of deliveries. Also no parking for tradespeople as required. The only way this would work for us is if council integrate a 2 car pad adjacent to the one at 92 Raroa Rd into the design, which would be on council road frontage. We could then run access down from our boundary to this car pad. That would be a preferred solution. Alternatively, council could look at building car pads or carports over the vacant land directly opposite our property which would allow us access to our property from across the road. That would be a secondary solution. Thirdly, they could instigate Residents Parking across the road as far down as the bustop for ratepayers in that vicinity. That would still mean our vehicles are subject to random theft and/or vandalism by passersby on that sidewalk, as has occurred in the past. Then concern would be the multiple residents in the area trying to park in this limited section of Raroa Rd. If the parking on the left hand side is removed, then clearly as a 20 year plus ratepayer in this location, we have genuine concerns about the long term valuation of our property.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

Do you have any comments to make about the proposed design?

Seems good as long as there is no detrimental effect to existing ratepayers in that area

What do you think of the timing of the proposed approach?

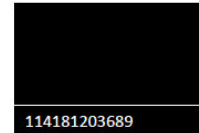
Make the proposed changes more slowly

Why do you think that?

The lack of consultation with the impacted residents in the area indicates a rushed proposal for what are serious long term implications for the entire area. We would question the data used in making these decisions, given the vagaries of car parking numbers, particularly on Raroa Rd, at certain times of the day.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Lisa Thompson	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

The proposed changes are not sympathetic to the needs of the people who actually live, own businesses and work in Aro Valley.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Neutral

Do you have any comments to make about the proposed design?

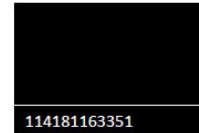
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Very negative
People walking on the paths through Aro Park and Little Palmer Street?	Neutral
People riding bikes along this route?	Neutral
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Very negative
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly oppose	
Do you have any comments to make about the proposed design?	
There are already significant issues with bike users traveling very quickly through the community centre precinct. I think there needs to be more consultation about whose benefit widening this park is actually for. Aro Valleyites fought very hard for the park decades ago and I do not think diminishing it further will be popular. Local people use the park to recreate. They don't mind sharing but they do not it turned into an expressway for cyclists.	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
Many people who live in Aro Valley already walk to work, bike or use public transport to get to work. These changes are designed to benefit those passing through Aro Valley, not the actual residents who live here. Aro Street is very narrow already and I believe there are better streets that would be safer and offer greater flexibility for the introduction of bike lanes. I am hugely surprised that the statistics for the use of bikes on Aro Street for October 2022 is only 143 people per day and that the measure is in the direction going into the city. This is of course the downhill direction and easier for bikes to keep up with cars etc. The bike lane is proposed on the uphill side - what are the counters for that side?? I am able to walk to my current job and do most days. However, in my previous employment, I required a car to visit clients and suppliers. I am concerned that by removing such a large tranche of carparks in Aro Valley will mean an entire sector of the population will not be able to live here and have no access to a vehicle when they need it. Ride share does not work for all people. I'm talking about those whose employment requires them to travel, tradespeople, people who are caregivers for elderly and dependents, grandparents who pick up and drop off grandkids so that the parents can work. There is also a group who do not ride bikes for various reasons. This includes families with young children or those who rely on a vehicle including the elderly and those with medical or physical conditions.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Andy Bradwell	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Neutral

Why do you think that?

At either end of the cycle path in question there is no connecting to another cycle lane so you could ask what's the point, in fact either end is dangerous. Will this plan encourage cyclists to go faster down hill will if so it will lead to accidents in bad weather.. The road in question has limited space and nothing can change that so options are very little. Residents and visitors will just park in neighbouring roads just moving the problem we have today. When the weather is bad will people cycle or just revert back to cars. I am in favour of making the road safer and less cars hence I suggest residents parking is first action but not sure this plan will do the job feels like a plan for a few people who don't live in this street and those that do will be disadvantaged.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Neutral

Do you have any comments to make about the proposed design?

Im not sure if plan been thought threw in detail. survey of cars on the streets was done in May so for Raroa road the volume of cars parked would be lower than normal with University shut.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Oppose

Do you have any comments to make about the proposed design?

I live in Raroa Raod Id be happy to pay for residents parking and think this should be done first to reduce number of cars in the street. All i can see happening is people will move their cars into neighboring streets and block them up and complaints from residents there eg Moana St or Cluny St. Many park in Raroa Raod and go to the University I am a cyclist and even with these proposed changes i would not cycle that road its just too narrow a road and nothing you can do can change that with the topography there also at the bottom you connect to Willis St which has no cycle path and at the top you have to get across that busy road/intersection leading to Karori. so it feels an orphan. Have you thought about making the cycle lane divert onto Plunket to get easier access to the road to Karori via tunnel

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?
People walking on the paths through Aro Park and Little Palmer Street?
People riding bikes along this route?
People driving vehicles on the surrounding streets?
People with disabilities or accessibility issues?

Neutral

Neutral

Neutral

Positive

Neutral

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Do you have any comments to make about the proposed design?

Think you need cycle lane once in Willis St

What do you think of the timing of the proposed approach?

Don't know

Why do you think that?

For us in Raroa thsi plan will create a real issue, We just have one car to get to visit elderly family and friends we take the bus or walk into city for work I dont see action that will reduce cars on street and it will be impossible to find a park its tough now so reducing the parks will make it near on impossible. Probably think about leaving area which is a shame as been here for over 15 years I support making the bus trip easier but doing all this for scooters I dont agree. I find it hard to agree with all plan, the only people who will benefit will be cyclists living in Karori, residents on these streets will have little to benefit. Im not convinced you will see a massive increase in cyclists biking down that hill. In the rain its dangerous you will get people going faster and i sure it will cause an accident or two

Aro Valley and Ngaio connections proposals – November 2022

Feedback

114181120001

NAME: Maree	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

On road parking for residents has not been given proper consideration. Parking in Aro Street and Raroa Road is already often at capacity and limiting parking to one side of the street will mean many residents who have no off street parking with their properties will no longer be able to park within easy access of their homes. Reducing parking for residents will create more stress on neighbouring streets which are also often at capacity with either residents or commuter parking. Local residents seem to be being disadvantaged in favour of those who wish to bike into the city but choose to live further away and where they likely have easy access to on road parking if needed and even off street parking. While those of us in this area may be close enough to walk to the CBD, and many of us do, we still need access to cars for children's sports, work outside the CBD, shopping etc. I am also concerned for the local businesses. Many people currently drive to the cafes and without being able to park in close proximity (while there will be a limited number of 20 minute parks this isn't sufficient time for lunch or a catch up over coffee) this clientele will likely choose to go elsewhere.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

Taking away parking on one side of Aro Steet will be at the detriment to local businesses. Using the parking up Aro Street is a necessity when meeting visitors to the area at the local cafes. While

I can walk the people I'm meeting usually need to drive to the area. The 20 minute parking spaces are not long enough for lunch or even a coffee and catch up. Taking away parking on Aro Steet will mean we will look for other areas where there is easier parking available, as without being able to park in the coupon parking zones this will leave nowhere at all to park within close proximity,

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

This will leave many residents without any access to on road parking. The figures used showing parking capacity are not at all what is experienced when residing in this area and wanting to park close to your house. We have been advised we could park on Plunket Street or Mt. Pleasant Road as alternative options if the limited spaces on the downhill section have no spaces. Getting to these streets is a 6 minute walk from where we live, and also these streets are usually at capacity so these are not viable options. Other streets around us are also usually at capacity. There are many flats in this area with multiple tenants many of whom have cars, and the area is also used for commuters to the city. This can make parking tricky as it is. I've just been to the supermarket and have been able to park reasonably close to my house (not as close as I'd like) on the left hand side of the road at the end of my access path. The closest park on the downhill side of the road when I parked was another 100 metres up the road and across from our access path. This makes sending the children out to get the bags a much more dangerous trip having to cross a busy road while laden with shopping bags. Also if there are deliveries (and the driver is having to leave the van) where could they park in an already congested area if parking on one side of the road is removed?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Neutral

People walking on the paths through Aro Park and Little Palmer Street?

Neutral

People riding bikes along this route?

Positive

People driving vehicles on the surrounding streets?

Very positive

People with disabilities or accessibility issues?

Neutral

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

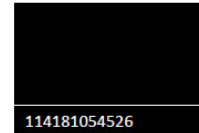
Make the proposed changes more slowly

Why do you think that?

This needs to be carefully planned and considered before rushing into it. We only found out about these proposed changes from a friend. We live on Raroa Road and it seems as if the intention is to try and push this through without people being aware of what is being proposed. I find it disappointing that there have been no mail drops in the areas impacted by these changes (the streets directly effected and the surrounding streets as there will be a flow on to these areas in parking is lost). It would also have been appropriate to send letters or emails to the property owners of properties in Aro Street and Raroa Road.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Frances Forsyth	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

The overall effect of the proposed changes is to provide a faster and safe route for people travelling through Aro Street to suburbs like Karori. It strongly disadvantages residents in Aro Street and is advantageous only to the commuters. Karori residents have rejected higher density housing and have rejected the building of a public co-ed secondary school. The carbon footprint of the suburb of Karori is massive compared with Aro Valley on a per head of population basis. Allowing a few more eBikers to feel safe is insufficient justification for the proposed changes

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

To quote the WCC parking policy: For those who find active and public transport does not meet their needs, such as disabled people, older people, and parents with young children, their expectation is for an accessible city where they can readily access facilities, goods and services when and where they need to. Aro Street has high levels of residential housing with no off street parking and pre 1930s homes. Moving all residential parking from the south side of Aro Street completely ignores the needs of people unable to use active or public transport, and WCC policy for such people.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

There has been an increase in housing along this route and parking needs to be adjusting using yellow dashed lines so that parked cars are not reducing the road to one way. Introducing a 30kph shared bike and car zone would mean that cars will have to slow down. This road is too narrow for a mix of public and private vehicles. Slowing the speed will encourage drivers to use a more suitable route or to move to public transport.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very negative

People walking on the paths through Aro Park and Little Palmer Street?

Very negative

People riding bikes along this route?

Neutral

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Very negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

Aro Park is a green space and community hub which the community fought long and hard for. We spent a considerable proportion of the budget for the hall restoration on moving the building away from the accessway. This improves visibility and is all that is needed. Simon Kennett stated that Waka Kotahi will be improving Upper Willis St in the next couple of years so there is no further need to widen any FOOT paths. The area is used by hundreds of Aro Valley residents walking to work, school and pre-school. During the day and evening the hall is usually heavily booked for yoga, sit and be fit, and choir etc. Many people attending events at the hall are disabled, elderly, or have small children. The focus should be on foot traffic not on speeding bicycles. It is highly unlikely that if cyclists are given permission to whiz through the park, they will return to the road once Willis Street is improved. This will be a permanent loss of green space in the Park and Little Palmer Street at a time when housing density is increasing

What do you think of the timing of the proposed approach?

Make the proposed changes more slowly

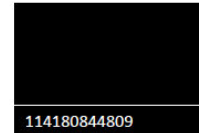
Why do you think that?

There is no option for not making the improvements. We had a raised pedestrian crossing at the shops and it was a failure and had to be removed. Mountainbikers see such humps in the road as something to jump over. I agree that there should be spaces for City Hop vehicles. There is no need to place cycle parks in the heart of the village. If you can ride a bike you are also likely to be able to walk. Why not put cycle parking for 12 bikes, and mobility parking, at the bottom of St

John Street beside Aro Park. Mobility parking is only useful for people visiting the Aro Valley not for disabled residents. The focus of this entire plan is on making it easier for cyclists and motorists to pass through Aro Valley, and almost the entire cost of this will be borne by local residents. We currently have a number of construction projects on Aro Street which are taking more than a year to complete. with new DP rules there will be a lot more construction there. Permits will be required to block the cycleway which will add considerable costs to the price of construction. Ms Pascoe seems to be under the mistaken idea the tradies only go to a job for 120 minutes and that they can park their vehicles and all of the tools a few hundred metres away in a side street. I have spoken to the tradies currently working in Aro Street and they are furious with the idea that they will need permits to park during major build projects. I agree that coupon parking must go. It is rarely enforced and very few people pay for coupons. There is no valid reason for commuters to be encouraged to park in Aro Street, especially when it is at the expense of disabled, elderly and people with small children. This demographic need safe parking close to their homes as described in the WCC parking policy

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Thomas bisset	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

i need the ability to park outside my house and you are taking that away from me. there will be no climate positive change of any kind but the cost to the people that live on aro street will be huge. why are the residents of aro street expected to bear the brunt of this?

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

I bought a house on aro street 18 months ago. i work as a trades person, I require a van to carry my tools for my job and lively hood. if you take away my ability to park my vehicle on the street, i dont know what i am going to do. i have a wife and daughter to support. creating a cycle way up aro street and toward raroa road, this will only be used by a handful of people as the street is incredibly steep. you will take away my parking so a few people can cycle this route for a hobby? this will hugely impact my life and i cant afford to sell my house and move. i got lucky with interest rates and put everything i have into this house. the interest rates have double so there is no way i can afford a house somewhere else in wellington. the real problem here is the wellington public transport is rubbish. buses are cancelled, due to no drivers. sort the public transport out, thats what wellingtonians want. stop straw manning what we want, we dont want cycle ways at the sacrafice of regular transportation. look at island bay, that cycle way never has

bikes on it. your proposal will push families, the elderly, people with disability, out of aro Valley. this is not inclusive at all and is just not ok. how will tradespeople be able to do any work on aro street? what are the required numbers of cyclists to justify this cycle way? where am i meant to park my vehicle so i can do my job and also keep an eye on my vehicle, which contains 10 thousand dollars worth of tools in an area which has a high crime rate in regards to vehicles being stolen, particularly trade vehicles? this decision seems to have no positive for the people of Wellington, only the few that go for a ride once a week. im absolutely disappointed and im seeing a huge amount of rate payers money being wasted to achieve nothing in relation to climate change.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

its a very steep hill, only a few people will ever use this cycleway

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very positive

People walking on the paths through Aro Park and Little Palmer Street?

Very positive

People riding bikes along this route?

Very positive

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Very positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly support

Do you have any comments to make about the proposed design?

these changes will actually have a net positive for EVERYONE, not just a select few

What do you think of the timing of the proposed approach?

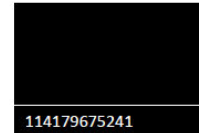
Don't know

Why do you think that?

removing any car parks to create a cycle way is a terrible idea. i need to park outside my house to keep my tools safe that i require to do my job so i can pay my mortgage and feed my family

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Mika Hervel	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Support

Why do you think that?

I think, overall, creating infrastructure for people to travel in a low carbon way is critical to responding to the climate crisis and support council's action to do so.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Support

Do you have any comments to make about the proposed design?

I think that having a car share as an alternative for residents is a great idea. With that I think it might be helpful if there was some publicity given to the new car so residents know its there and available. I hope that the removal of the bus stop will not make bus use less appealing, and I would support ensuring that Aro Valley shops are still easily accessible by bus. I think the addition of a bike lane is an excellent idea and overall support the council moving towards a more climate-friendly city. One concern I do have about the bike lane is that it is just uphill. I have concerns about bikes coming downhill at speed alongside parked cars, where there is the opportunity for them to open the door and cause an accident. If something could be done to mitigate this that would be awesome.

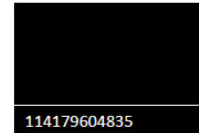
Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Support
Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
Council has declared a climate emergency, and action should be taken with all feasible and possible urgency to respond to this crisis. The sooner infrastructure is put in place for people to travel in a more climate-friendly way, the better.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114179604835

NAME: Keith Clement	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

As outlined initially

Do you support the proposed speed changes on Aro Street?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

The design is unclear and the consultation has been very poor.....2 hours notice of a pop-up webinar fails to meet the requirements of genuine consultation. And for that matter the Act. The design fails on many accounts: As an arterial route humps were rejected forty years ago on the bases that they would be dangerous, especially to emergency vehicles obliged to move at speed. This still applies. and The paired planters (which go completely unmentioned) were carefully designed to "bracket" the shopping area and to mark a sense of place on what was a typical strip development. What is now proposed is an attack on that attempt to give physical shape to the community. It is a streamlining of the corridor approach to planning, undermining the 'place', Aro Valley Centre, all to ease the transit through it by populations of motorists to the west. It will result in increased overall traffic speeds including bikes. It fails to understand the varied needs of "street"....how will an ambulance manage? How will a furniture mover manage?....According to your design the sick will have to be carted across the road, the furniture will have to be loaded across two lanes of traffic and a bike lane. Just plain ill considered. It's a continuation of the

Council attack on this Community that goes back generations. Why (for instance) is additional routing through Kelburn not being proposed? The assumption and the implied social engineering of forcing families to give up their cars comes at the cost of social opportunity, quality of life and standard of living for those in this community, all for people who live elsewhere. How do I take my family to, say, a bach at Waitirere if I'm being forced to give up my vehicle? All so that others can. And no it is not an option to hire a vehicle to have it sit at the beach for days! This proposal has not been thought through. I quite understand the need to transition to a more sustainable solution but it is also my understanding that such changes were meant to be just. This is not a just transition.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Oppose

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Neutral

People walking on the paths through Aro Park and Little Palmer Street?

Positive

People riding bikes along this route?

Neutral

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

Do you have any comments to make about the proposed design?

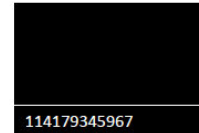
What do you think of the timing of the proposed approach?

Why do you think that?

As outlined initially these changes are in many ways untenable. Speeding Emergency Vehicles will be come airborne if humps are installed. Speak to a traffic engineer ! No real attempt has been made to accommodate the real parking needs of residents Make some attempt to audit who uses the street parking. Restrict coupon/resident exemptions to one per household. Better consultation with the people of the Valley rather than the AVCC clique would help.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114179345967

NAME: Phaedra Brice-Chen	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly oppose

Why do you think that?

Not enough parks for paying residents as it is.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

It's hard enough to find a paid coupon park as a resigned in the area, as it is now. This will cause so much more difficulty. Also people speed up the Aro street! Please focus on the bumps or speed cameras. There's been more than a few accidents or high near misses with bikes and cars. This is going to be another high distraction coming in and out of side streets. Make the street more visible. Not the roads. Bike are fine sharing. It's a small street. Not enough room for a bike lane. And NOW not enough parking for residence as it is.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

It's a very windy road and cars always over take the medium lane as it is.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Neutral

People walking on the paths through Aro Park and Little Palmer Street?

Neutral

People riding bikes along this route?

Negative

People driving vehicles on the surrounding streets?

Positive

People with disabilities or accessibility issues?

Neutral

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Neutral

Do you have any comments to make about the proposed design?

Bikes have been speeding though the park. Too many near misses with hitting people and also children. As the preschool and Te Aro school are around.

What do you think of the timing of the proposed approach?

Make the proposed changes more slowly

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback

114178472451

NAME: John Sullivan	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

I support any move to make walking, cycling and other non-motorized transport safer and more convenient, provided it does not detract from the natural and built environment.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

I approve of the uphill cycling lane and agree that it is not necessary downhill. Will scooter riders be encouraged/obliged to use it rather than the footpath? While it is important the lower speed through Aro Street I am concerned that adding bumps on a narrow straight street, where speed automatically builds up running downhill, would create noise issues for residents, and pose a risk of cars hitting them at speed and losing control. You might also consider doing something to improve visibility for cyclists and drivers turning from Devon Street on to Aro Street. There is very little warning of cars coming down Aro Street, and the need to keep watching for them compromises ones ability to watch for pedestrians on the crossing immediately to the left.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support
Do you have any comments to make about the proposed design?
Works well on Crawford Road and should work well here. Will scooter riders be encouraged/obliged to use it rather than the footpath?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Don't know
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Don't know
People with disabilities or accessibility issues?	Don't know
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
I use the Aro Park and Little Palmer Street paths in both directions walking, and from CBD to Aro Valley cycling. Widening the paths would enhance shared use. There is natural flow on to Inverlochy Place, and the chokepoint between Octa Associates and the apartment block should also be addressed. Pedestrians must always take priority, and the speed of cycles, scooters, skateboards and mobility scooters should be limited to ensure their safety. Cyclists, scooterists etc must be encouraged to slow when entering Little Palmer Street from Abel Smith Street. There is an issue for cyclists etc exiting on to Aro Street from the park and wishing to cross over to the uphill bike lane. The conjunction with the Garage Project carpark is also an issue. The Aro Park path is impassible due to flooding in heavy rain (see photos) and this should be remedied.	

What do you think of the timing of the proposed approach?
The timing of the stages is about right
Why do you think that?
It gives affected parties time to make other arrangements for parking etc, but is still complete within the term of this council.

Flooding in Aro Park

The path through Aro Park is impassable in heavy rain due to flooding in these two areas.

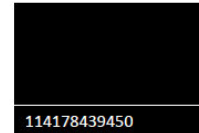


The area around this tree is regularly boggy and flooded in heavy rain



Aro Valley and Ngaio connections proposals – November 2022

Feedback



114178439450

NAME: Sarah Jane Parton	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Support

Why do you think that?

I am largely in support and think this needs to happen, that it's an excellent idea and makes sense for our community in terms of its geography and our largely progressive ideological leanings (leanings which mean that, as a community, we understand why we need to be making any changes we can to reduce carbon emissions) but I also think it's going to take genuine community engagement and some creative solutions to get residents and businesses, particularly those on Aro Street, on board and feeling good about the changes. The reality is we live in a car-centric context and a cycle lane plus a car share park or two isn't going to change that to a degree that makes this plan workable for those businesses and residents. Unless more solutions are introduced, including huge improvements to public transport that make using it more accessible and convenient than driving, the main concern I'm hearing from many of those businesses and residents is that they fear they are going to be inconvenienced to an extreme and unmanageable degree. Anecdotal evidence suggests many residents who own cars are relatively infrequent drivers with no off-street parking on their properties and they just need their vehicles to be somewhere safe near their homes. Perhaps one solution could be to build and maintain a secure vehicle storage space for residents somewhere nearby, like in upper Epuni St. People are also worried about accessing their homes when they need to transport items and people that cannot travel long distances on foot (i.e. small children, disabled folks, the elderly), so some allowance for people to unload vehicles for brief periods ought to be factored in. I'd also like to propose that residential parking permits be made free (with a limit of one per household), or at the very least that fines are waived when proof of residence is produced, as there is plenty of research in criminal law that supports the premise fines are fundamentally classist, operating to punish poor people and potentially needlessly engage them with the justice system, while they have been shown to have little impact on the behaviours of the rich. Here in Aro the properties we live in may be worth a lot but the 2018 census indicated our household incomes are way below the

national median and well over 60% of us actually rent those valuable properties, rather than owning them. We're not rich people. I'd also like to see the 30km/h area extended to all of the side streets and the section of Aro Street from the shops through to Raroa Road. Nobody should be driving along Devon St at 50km/h, or Norway, or Holloway, or Adams, or Durham, or anywhere in the Valley (or Highbury for that matter). It's not safe. Finally, folks from local businesses are worried they will lose a percentage of the customers they currently attract, that is, those who are driving through the valley and park outside to make purchases. There is a fear those people won't be able to find parks so won't bother. These concerns need to be acknowledged and worked through so that the impact is mitigated. Let's make this happen, together, in a way that works for everyone.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Support

Do you have any comments to make about the proposed design?

I am largely in support and think this needs to happen, but I also think it's going to take genuine community engagement and some creative solutions to get the people who live on Aro Street on board. The reality is that we live in a car-centric context and a cycle lane plus a car share park isn't going to change that without some other significant changes happening at the same time. Unless more solutions are introduced, including huge improvements to public transport that make using it more accessible and convenient than driving, the main concern I'm hearing from many of those residents is that they are going to be inconvenienced to an extreme degree. Anecdotal evidence suggests many are relatively infrequent drivers with no off-street parking on their properties who just need their vehicles to be somewhere safe near their homes. Perhaps one solution could be to build and maintain a secure vehicle storage space for residents somewhere nearby, like in upper Epuni St. People are also worried about accessing their homes when they need to transport items and people that cannot travel long distances on foot, so maybe there needs to be some allowance for people to unload vehicles for brief periods.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Support

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?
People walking on the paths through Aro Park and Little Palmer Street?

Positive

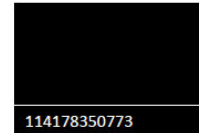
Positive

People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
The timing of the stages is about right
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114178350773

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Max Fuhrer	Aro Valley	An individual	Yes

General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Don't know

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Council planned this uphill bike lane with downhill data!! This should be a red flag for everyone. Road sharing will help to slow traffic. Footpath sharing helps to slow bikers - re Aro park and Palmer lane Education will help safety more than bike lanes. Having bikers swing out around buses is dangerous, better to have them on the road. Anyone who designed this should be banned from road safety. Where do residence park at night when there are no bikes. Where do residence park in the middle of winter when it rains for weeks and bike traffic is reduced to close to zero. Slow the traffic and have road sharing. These changes will not make it safer, which makes some of the next questions which you cannot comment on loaded and dishonest.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

This will have a major impact on all parking in Aro Valley which is all ready in high demand. Bikes can share the road, they how done so successfully till now. A bike lane will allow cars to go faster, sharing helps the traffic slow down. removing parks 24/7 for afternoon uphill traffic is stupidity. Having no parks on stormy winter days when bike traffic is close to zero is fool hardy. At the time of making the plan ONLY downhill traffic was recorded apart for two weeks of uphill. This demonstrates negligence and the intention to push an idea with out due diligence.

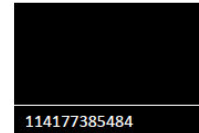
Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Strongly oppose
Do you have any comments to make about the proposed design?
This is more dangerous than having parks, bike will swing into the traffic. Council is putting bikers at risk.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Very negative
People walking on the paths through Aro Park and Little Palmer Street?	Very negative
People riding bikes along this route?	Very negative
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Neutral
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly oppose	
Do you have any comments to make about the proposed design?	
This highlights the fact that bikers do not keep the rules. Either leave it as it is or put turn styles to stop them using this route. Lanes will just make bikers go faster, it is safer if they share, actually share. Spend more time educating bikers and drivers to share the road	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
Do not make the changes 21 days is way to little time for honest consultation

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114177385484

NAME: Trudy	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

I have been living in Aro Valley for 22 years and love it, apart from paying your yearly parking permit and there is still no guarantee you will get a park. Last year I could not park near my home in Devon street and had to park in Epuni Street and my car was stolen!! I am not against cyclists at all.. I love seeing cyclists in our community. What I am against is the loss of parks for the people living in Aro Valley and the stress that it will cause my community. I am for lower speed limits and courtesy towards cyclists, but am against a cycle way through Aro Valley.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback

114176815820

NAME: Fiona Gunter- Firth	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

The lack of consultation by council officers with the residents adversely affected by the removal of car parks and the instillation of a bike lane means there are major faults in the design and reallocation of parking. The plastic bollards running along the side of the bike lane will lock people out of access to their homes. Bollards next to bike lanes are not a common thing elsewhere in NZ or Wellington city why have they been included here? And have the designers considered the negative affect they will have on the house that will no longer be accessible? If there were no bollards next to the bike lane people could load and unload after hours at night and when the bike lane is not busy. Otherwise, people are completely blocked from accessing their homes. I am questioning the legality of the council blocking peoples access to their properties. There is not enough new residents parking being offered particularly in the middle section of Aro street. More of the coupons parks in Epuni and Adams Tce need to be converted to residents parking. There are many of us who need vehicles for our work. Why should people form out of town have rights over the residents who have been adversely affected by this proposal. The council transport policy states that's resident parking is a priority, this needs to be applied by way of making more coupon parking resident parking.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose
Do you have any comments to make about the proposed design?
<p>The lack of consultation by council officers with the residents adversely affected by the removal of car parks and the instillation of a bike lane means there are major faults in the design and reallocation of parking. The plastic bollards running along the side of the bike lane will lock people out of access to their homes. Bollards next to bike lanes are not a common thing elsewhere in NZ or Wellington city why have they been included here? And have the designers considered the negative affect they will have on the house that will no longer be accessible? If there were no bollards next to the bike lane people could load and unload after hours at night and when the bike lane is not busy. Otherwise, people are completely blocked from accessing their homes. I am questioning the legality of the council blocking peoples access to their properties. There is not enough new residents parking being offered particularly in the middle section of Aro street. More of the coupons parks in Epuni and Adams Tce need to be converted to residents parking. There are many of us who need vehicles for our work. Why should people form out of town have rights over the residents who have been adversely affected by this proposal. The council transport policy states that's resident parking is a priority, this needs to be applied by way of making more coupon parking resident parking.</p>

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Do you have any comments to make about the proposed design?

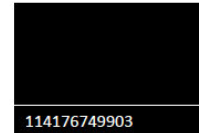
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Neutral
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Nigel Charman	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Support

Why do you think that?

While broadly supportive of the changes, I have some concerns re parking. Specifically, I feel strongly that Durham Crescent and lower Mortimer Terrace should be eligible for residents parking. The proposed parking zones on p60 of TR179-22 and lack of mention of Durham Crescent and Mortimer Terrace show that these streets have been overlooked. By a queer twist of fate and street naming, Durham St is eligible right to the top of the street, nearly 600m away from Aro St. However Durham Crescent and lower Mortimer Terrace are less than 200m away from Aro St but are neither eligible for residents parking nor in a coupon parking zone. As per the attached map which overlays the residents eligible parking map on the coupon zone parking map, we can clearly see that Durham Crescent and Lower Mortimer Terrace are the only places with free parking (non coupon and non-residents parking eligible) within 500m of Aro St. It appears that the decision around residents parking is based purely on street name and not on geography. It is already difficult to get a park anywhere on Durham Crescent and will become nigh-on impossible when Aro St residents and visitors are looking for the closest free place to park.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Support

Do you have any comments to make about the proposed design?

I'm a bit concerned that the planter boxes shown on the Ohiro Road crossing will make it trickier for pedestrians to cross, and potentially force pedestrians to cross the wider bit of the road (rather than walking up hill to cross). It's a very wide intersection to cross. I'd like to see a permanent narrowing of this crossing.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Support

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Neutral

People walking on the paths through Aro Park and Little Palmer Street?

Positive

People riding bikes along this route?

Very positive

People driving vehicles on the surrounding streets?

Positive

People with disabilities or accessibility issues?

Negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

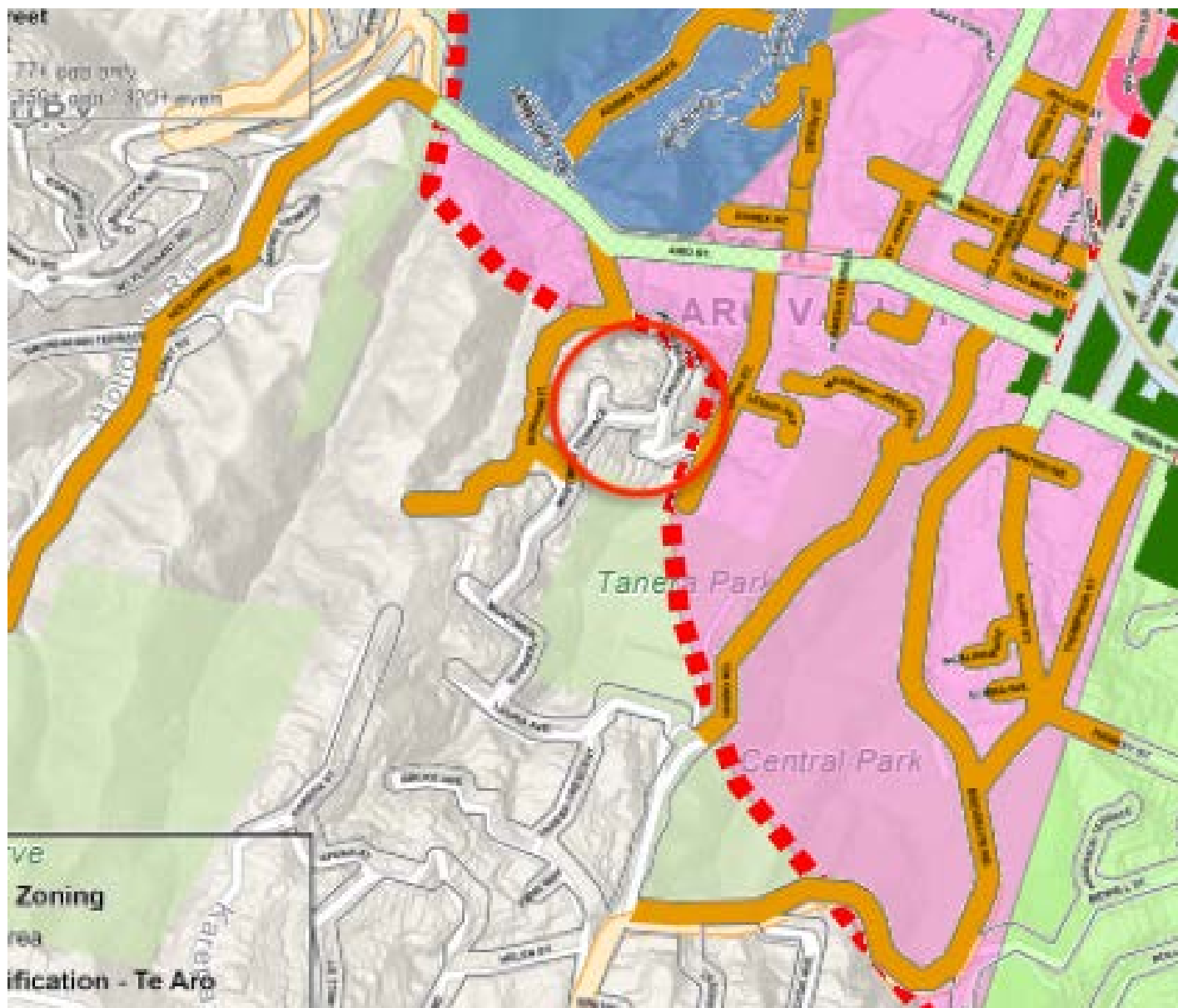
Do you have any comments to make about the proposed design?

I'm concerned that there will be potential for accidents both around the choke point between Palmer St and the basketball court and especially at the right hand bends at each end of Little Palmer St. The line of sight at these bends is very poor, I've already seen an accident between a scooter and a pedestrian at the junction of Little Palmer and Abel Smith St. I'd like to see measures in place to slow bikes and scooters down at these points (eg stop signs for cyclists at either end of Little Palmer St)?

What do you think of the timing of the proposed approach?

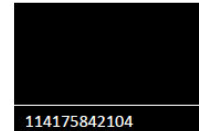
The timing of the stages is about right

Why do you think that?



Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Tegan van der Peet	SUBURB: Wilton	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

That the bike lane is SO important! I recently biked down this route and one thing that I found really unfriendly for biking was how on aro st parts of the road are not flat across the road, like the left part of the road slopes down reasonably steeply. Because of this I rode in the middle of the road to keep safe, which meant cars couldn't overtake me. To make our roads bike friendly (especially for amateur cyclists like myself) we need to make sure our roads are smoothed out. I also want to stress how important this is for me from an accessibility/disability equity view - I experience chronic brain fatigue after a traumatic brain injury and taking the bus into town is SO exhausting for my brain. Since I've started biking I experience far less brain fog and arrive at work and other places feeling refreshed rather than exhausted. I can't drive (nor would I want to because I care about the climate and peoples health) so having safe ways to cycle is essential to me.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Support

Do you have any comments to make about the proposed design?

I think a cycleway going downhill should be added on parts where road is wide enough - particularly round the bend(s) coming into Aro st from raroa road. I found it scary cycling this way with the traffic and lack of visibility with the corners, so having a cycleway would make me feel much safer! Also think removing parking space on the uphill is a really smart move that will help traffic flow a lot! A lot of stopping and starting can occur on this road due to parked cars on both sides, so having them only on one side will give better visibility and flow for traffic.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very positive

People walking on the paths through Aro Park and Little Palmer Street?

Very positive

People riding bikes along this route?

Very positive

People driving vehicles on the surrounding streets?

Very positive

People with disabilities or accessibility issues?

Very positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly support

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

Make the proposed changes more quickly

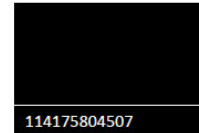
Why do you think that?

The concept of people needing TWO years to adapt to removal of parking... I think that is ridiculous. People are constantly adapting to change and certainly don't need that long to adapt. I think 6 months is a good time for adaption, or a year at most. In two years many people will have moved to and from the area, people will have adapted to other things. I think doing it sooner is better for the safety of pedestrians, cyclists, and drivers. It will have positive impacts for emissions reductions and public health. It will also take less construction time and thus be less disturbing for the community, less noise pollution. In te aro park changes were quick in removing parking and putting in the pathway and it allowed for a much smoother and less disruptive transition. Cyclists have also had to wait so long for cycleways, please make this safe travel for us finally!!

Ngaio connection

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Ann Clark	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22
Oppose
Why do you think that?
I think more work is required to understand the needs of the older and less mobile members of the community. Having read the impact on the disability community I despair at the analysis

Do you support the proposed speed changes on Aro Street?
Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?
Oppose
Do you have any comments to make about the proposed design?
I do not support the removal of bus stop, I don't support City hop only for carshare I support extension of 30 kph but from Durham St to Willis St.I support more mobility parks. i expect a rationing of residents parking permits to one per rateable unit

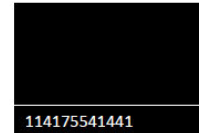
Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Support
Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Very negative
People walking on the paths through Aro Park and Little Palmer Street?	Very negative
People riding bikes along this route?	Neutral
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Very negative
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly oppose	
Do you have any comments to make about the proposed design?	
We already have courier drives driving through, deliver easy motorbikes and other motorised vehicles this will just make it worse. i was told by a pedal cyclist to get off the Palmer st connection as I was a fucking witch and in his way, we have one cyclist who rides his bike and walks the dog at same time totally blocking path. So when are the cycling community going to learn some manners and realise that not all of us have all our faculties and that some need more time to react.	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
I cannot see how you are going to manage down parking, I am a former car owner who could never find a park, car now sold but I am alone in this. Public transport and City hop or other car share do not support my needs, so when will they

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Alex Gray	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Oppose

Why do you think that?

I do not consider Council has demonstrated the need for the proposed changes compared to the negative effects they will have on businesses and residents.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

I support extending the 30km/h speed limit through to Willis Street and removing the bus stop outside 47b Aro Street. As a cyclist I am opposed to the uphill bike lane as there are only 147 cyclists per day and the removal of parking on the uphill side of Aro Street will cause considerable inconvenience to residents who own cars who are unable to park off the street. If Council wants to remove car parks here they should provide alternative parking close by. Providing resident car parks in Holloway Road does not meet that criteria. I oppose the raised platform at the pedestrian crossing as this will cause discomfort to bus passengers. Speed cushions will slow down cars but not bikes, trucks or buses going downhill who can avoid the cushions.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

As a cyclist I am strongly opposed to the proposed uphill cycle lane. The main reasons for this are that Raroa Road is a windy narrow road and there is not enough width for a separate cycle lane. This is confirmed by page 11 of the 90% design audit which listed 7 corners where a bus or commercial vehicle would have to use the cycle lane to avoid crossing the road centre-line. Consequently the cycle lane can only be marked with audio tactile markers and is not separated from traffic. This may give cyclists a false sense that this is a safe route-- it is not. I would never cycle up Raroa Road now or if a cycle lane was added. Instead I prefer to ride up Kelburn Parade and Upland Road which are generally much wider with no sharp corners.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Very negative
People riding bikes along this route?	Neutral
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Oppose

Do you have any comments to make about the proposed design?

2.5 metre wide shared path is not really wide enough for cyclists and pedestrians. Cyclists should stay on the road.

What do you think of the timing of the proposed approach?

Don't know

Why do you think that?

As I oppose most of the changes this question is irrelevant to me.



Aro Valley cycleway audit - safety and accessibility



Figure 2.4-1: Cycle lane on inside of curve, Raroa Road

Locations of particular concern include the curves in the vicinity of:

- 150 Raroa Road
- 146 Raroa Road
- 82 Raroa Road
- 44 Raroa Road
- 2 Cluny Avenue
- 6 Raroa Road (see Figure 2.4-1)
- 1 Moana Road

Motorists cutting the corner into the cycle lane will be a frequent occurrence, and while most motorists will adjust their course if a cyclist is present, crashes may still result occasionally. Such crashes are likely to result in serious injury to the cyclist.

This issue was raised in the 30% CASA, with the recommendation to install either flexiposts or audio-tactile profiled (ATP) line-marking leading up to and around a cycle lane on the inside of a curve. The designer noted that buses would need to encroach on the cycle lane around the corners. The decision from the safety engineer and client was to install ATP, but these have not been indicated on the plans.

Recommendations

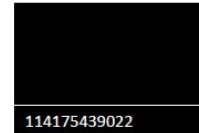
2.4.1	Install audio-tactile profiled (ATP) line-marking leading up to and around a cycle lane on the inside of a curve.
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Responses

Designer	ATP to be added to the drawing package at locations identified above.
Safety Engineer	Agree with CAT and Designer.
Client	Agree.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Emma Reid	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22
Stongly oppose
Why do you think that? Biased and manipulative information to justify a bike lane removing the human rights, safety & servicing of the Aro Valley residents. A missed opportunity for better and more attractive public transport options for residents in the outer suburbs.

Do you support the proposed speed changes on Aro Street?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?
Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Do you have any comments to make about the proposed design?

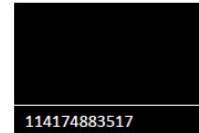
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:
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People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Emma Reid	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

As a long time resident, I do not support the bike lane initiative with 48+ lost carparks. I do not see the evidence of a demand for a dedicated biking lane given the very limited number of bikers using this street. I do see the very real need to keep the existing carparks while also accommodating the increasingly popular service vehicles such as the carshare Uber and food deliveries. I see the bike lane as discriminating against the families with young children, the older and those with limited mobility who'll be unable to continue to enjoy their residences safely and easily without pickup/drop off access. I see a very real threat to the unique heart & soul and the vibrancy of the Aro Valley community village with less visitors being able to park to enjoy the popular cafes and local businesses. I see the safety and convenience of the residents being compromised with emergency services such as ambulances, fire engines and the police not being able to park, along with the trade services. I think other options could be explored such as removing the trees on the Aro Street south side to enable a shared bike/scooting and walking lanes. Other options include a car toll tax to help reduce the increased car usage into the city whilst increasing the safety of bikers. I do not believe that the residents of Aro Valley should lose our enjoyment of our residences without access to carparks for the sake of the fit & healthy able to ride up/down a steep valley road.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

Aro Street is a residential area with many people already enjoying the opportunity to walk, scooter and bike, along with the use of public transport. There is evidence of the pavement already being shared between walkers and those on wheels. As a long term resident, I am supportive of many of the proposed initiatives but am very much concerned with the loss of 48+ carparks on the South side of Aro Street. Aro Valley is a vibrant community with cafes and other shops. With the reduction of valuable carparks, it is less likely that the existing village community will survive without visitors to the area being unable to park. Having lived here for many years, I do not see the evidence and demand for increased bike usage at this stage that would warrant and justify the residents losing the high-in- demand, valuable and necessary car parks. It is already very difficult to find a park on Aro Street, Epuni Street and Holloway Road. The popular services such as ride share (Uber), courier/grocery drops offs, as well as tradespeople are also already struggling to find suitable car parking spaces. With an aging population, it is a very real concern to safely transport elderly family members with limited mobility. There is also a concern that emergency services such as ambulances, police and fire engines will be unable to safely park in an emergency and this would certainly compromise the safety of the residents. Local young families are also compromised and will be forced to cross busy streets or walk a kilometre before a street crossing, should they even be able to locate a carpark. Other solutions could be explored such as removing the old trees on the pavement on the southside of the Aro St. Then the walkway would be wider for shared use. There could also be a line in the middle allowing with foot and wheel traffic on either side. Some of the trees have already been removed for safety reasons. This would mean that the carparks would remain. As your proposal already states, there is an increased growing need for more car parking and not less (i.e. not being able to accommodate the increased need for parking spaces) so the proposal of limiting the needs of thousands of existing members of the community does not make sense? Also, the addition of the electrical charging car space on Epuni Street is an existing energy saving initiative. There is no mention of increased charging stations. This proposal seems to outline a severe and brutal negative impact on the residents of Aro Valley that will lower the quality of life and enjoyment of those living here. The loss of 48+ carparks will mean that thousands of the residents won't be able to easily enjoy their homes and visitors, where those who are unable to use bikes will also be disadvantaged. There is no allowance for residents using popular services to safely disembark or unload given the severe reduction of carparks. This proposal does not provide logical suggestions for the modern world in which we live, but compromises on the safety of its inhabitants with the expected rise in illegally parked service vehicles for the sake of bikers.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

Where do the residents park? Many will have similar needs to those who live lower in the Valley. Not all residents will be able to travel to work on a bike or take a bus. In terms of safety - why do the buses need to be so big/wide? They're very often not full at all - and if there is increased need - perhaps there should be more buses available during rush hour traffic times.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very negative

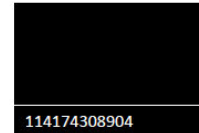
People walking on the paths through Aro Park and Little Palmer Street?	Very negative
People riding bikes along this route?	Neutral
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Very negative
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly oppose	
Do you have any comments to make about the proposed design?	
<p>There are many elderly residents with mobility issues. There is also the preschoolers. The bikers are already using these spaces and they are FAST and it is often a shock for bikes to weave past without notice or a speed limit. I cannot see how much wider the Aro Park & Little Palmer Street could be to accommodate both walkers and bikers, looking at the provided image against my existing experience of walking this alleyway almost daily? The park is a recreational area in a valley with limited flat land. The green spaces and basketball court are regularly used by many, including children, for ball games and ride-ons. There is no mention of widening the gap from Palmer Street onto the basketball court - this is the bottle neck with a very narrow entry where I have already often felt uncomfortable walking thru this area with the existing recreational use and number of pedestrians. Would it not make much more sense that this area is kept for those using the space recreationally and walkers, rather than being another major thorough fare for fast bike riders, who could just as easily use Aro Street onto Willis Street (where changes are also being proposed to accommodate bikers)?</p>	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
<p>In the opening statement, I am confused by the mention of 'better transport' options being provided? What are these better transport options, apart from adding the bike lane and reducing/increasing bus stops. There is no mention of smaller (& safer) buses (particularly on Raroa Road) with more buses on the schedule. There is no mention of easy pick/up drop off points for the popular carshare options (especially with half of the carparks supposedly vanishing). I also do not understand why this intermittent bike lane on Aro Street is being introduced slowly in a phased approach. How is that safe where the confusion is more likely to compromise resident safety? There is no mention of the existing properties with driveways, carparks or garages. Are these also to go? What support is available for those with these conveniences when desperate carparkers will be forced to use what is available to them? What about the safe turn around areas for those who miss a carpark and need to drive up and down the area looking for a park? I do not believe that this bike lane is a fair and accessible option across the breadth of a community. This proposal seems to favor the strong and fit of a certain age who're able to bike up/down a steep hill. The older, younger and those with mobility restrictions are disadvantaged, as are those with young families. I do not believe that this community and the surrounding areas are ready for this sudden change, even if implemented within a mere few years. The evidence of heavy bike use to warrant such a drastic change is not evident. I believe that there is a better opportunity to educate the public on bike safety and the opening of car doors. The use of smaller, safer and</p>

more regular bus services also makes sense. More car share spaces, rather than just the two proposed on Epuni Street would make more sense. More crossings further up Aro Street are also needed (esp between Durham and Holloway Road) which would also encourage slower traffic. Two lanes at the Aro St/Willis St intersection also makes sense to help keep traffic moving (for those going onto the motorway vs those intending to go down Willis Street). This would also make it safer for bikers, who'll more likely be going down Willis Street. It would make better sense to add more Resident Parking on Aro Street, before removing the coupon parking. The coupon parking process needs to be better implemented as it is obvious that this is being abused. The current use of bikes on Aro Street should be published and readily available as evidence of this perceived demand. This would not include those recreational riders who use the Polhill Mountain Bike track. Speaking of the Polhill Reserve, there is no mention of the mountain bikers who park on Aro Street and unload their bikes. Where will they now park, as many do not bike to the tracks, but drive too.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Michael Riemann	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Oppose

Why do you think that?

I support the idea of speed limit and speed bumps, but don't agree to the idea of a bike lane that would put pressure on everyone's resident parking. Aro is one of the worst places to find a car park and the bike lane would reduce this immensely. I cycle a lot myself and yes fundamental changes are required to make the city more bike friendly. Perhaps build a carpark for residents close by and guarantee free parking for the and monitoring so no cars get stolen or damaged would be an alternative solution.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

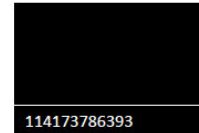
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Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Clarry Inwood	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

The whole approach seems to be one of imposition without consultative approach to communities along the routes. This piecemeal approach will alienate people. Any transition needs very careful planning over at least a 10year period .

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

It appears the concept of not consulting local residents before the planning begins is not on the Council agenda. Building cycleways on existing narrow roads does not cover alternatives. Eg. completely new routes for them.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

Cannot see how this would be safe once in practice. Further design thought is required or abandon the idea.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very negative

People walking on the paths through Aro Park and Little Palmer Street?

Very negative

People riding bikes along this route?

Very negative

People driving vehicles on the surrounding streets?

Very negative

People with disabilities or accessibility issues?

Very negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

Any cycleways through existing pedestrian ways should separate pedestrians from cycles, scooters etc

What do you think of the timing of the proposed approach?

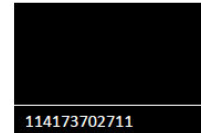
Make the proposed changes more slowly

Why do you think that?

The residents of Aro St and Aro Valley should have been consulted as our environment will be degraded by this action to encourage more traffic from Karori, Kelburn etc . Instead why not encourage traffic through wider streets past the University and Glenmore St

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114173702711

NAME: Steven Firth	SUBURB: Aro Valley	ON BEHALF OF: Scipio Firth Trust	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

10th November 2022 Wellington City Council Re Aro Street Cycle lane. As a resident of Aro Street I object to the council's planned cycle way. The cycle lane takes away parking for residents who need access to their properties. There has been no provision for additional residents parking in adjoining streets, (Epuni and Adams). This action will prevent owners of homes in the historic Te Aro precinct, enjoying their property, where houses were historically built without drive on access. The action of a cycle lane will also devalue the existing property of many residents who have required the benefits of inner city living. The proposed cycleway plan has been done without consultation with the residents. I see no alternative but to fight the council's cycleway change through the courts. As there are a number of disgruntled homeowners, we plan to take immediate action unless we can see some form of council consultation.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Oppose

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Neutral

People walking on the paths through Aro Park and Little Palmer Street?

Neutral

People riding bikes along this route?

Neutral

People driving vehicles on the surrounding streets?

Positive

People with disabilities or accessibility issues?

Neutral

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Neutral

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

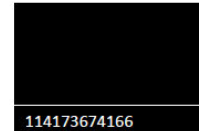
Make the proposed changes more slowly

Why do you think that?

10th November 2022 Wellington City Council Re Aro Street Cycle lane. As a resident of Aro Street I object to the council's planned cycle way. The cycle lane takes away parking for residents who need access to their properties. There has been no provision for additional residents parking in adjoining streets, (Epuni and Adams). This action will prevent owners of homes in the historic Te Aro precinct, enjoying their property, where houses were historically built without drive on access. The action of a cycle lane will also devalue the existing property of many residents who have required the benefits of inner city living. The proposed cycleway plan has been done without consultation with the residents. I see no alternative but to fight the council's cycleway change through the courts. As there are a number of disgruntled homeowners, we plan to take immediate action unless we can see some form of council consultation.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114173674166

NAME: Fiona Gunter- Firth	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

The consultation process has been non-existent for the residents of Aro Valley. We have not been able to have a say until now on the design. Other than the Aro Valley community committee (who do not engage well with the residents) and the local businesses, the engagement has been deliberately evasive for the residents most adversely affected. This is the first-time residents and property owners have seen the design and details. I filled out a questionnaire earlier this year after getting a flyer in my letterbox about the proposed changes. The flyer and questionnaire had no details or a proposed design. The questionnaire was totally focused on questions for cyclists, not how it would affect residents. It is unacceptable that the consultation did not involve the actual residents affected by the proposed changes. In supporting documents on The WCC site, it states that "These changes will have a high negative impact on commuters and short stay visitors on Aro Street, Durham Street and Adams Tce. And a low negative impact on Holloway Road." There is no mention that this plan will have a high negative impact on residents on the south side of Aro valley rd, many who live on rear sections, this is a glaring omission by the council officers designing this proposal. If there had been consultation this would not be such an issue. According to councils parking policy, resident parking is considered a priority. However, the council plan states that parks will be made available on side streets for those who loss access on Aro st. But the houses from 117 to 181 Aro st Will not have anywhere to park on side streets. Epuni St is already full in the tiny residents only parking area, the majority of this street is coupon parking as is the majority of Adams Tce and the North side of Aro street. These coupon parks are often used by people from out of the area parking and heading off to the city or uni for the day. On Friday 11th of Nov. I counted 11 vehicles parked in the Epuni st coupon area with no coupons or permits displayed, these vehicles were parked for over 4 hours. This highlights the poor monitoring of the coupon parking system. If the parks are removed on Aro st for a bike lane,

more resident parking areas need to be allocated in Epuni st and Adams tce for the residents seriously affected in the middle section of Aro st Residents at either end of Aro st will be able to access the new residents parks in Holloway rd and Ohiro rd but the middle section of Aro street 117 to 181 has the highest number of rear sections and in the the current proposal no extra parks will be available in the side streets. this is a major issue for those who need their vehicles for their lively hoods. Will the residents worst effected on Aro st who have to have a vehicle, be allocated resident parking so they can park in the resident parking zones? Where will the many Ubers and taxis that come into the street pick people up from? How will the residents on the South side of Aro st be able to move house? This proposed action will reduce the value of the properties that can no longer access their properties. Particularly the large number of rear section houses. Yes, visitors and trades people need access to coupon parking but there is more than enough, residents need to be given priority more resident parking needs to be added to this proposal. the council could make the following changes to make it safer for cyclists and reduce car numbers in the area. 1/ reduce residents parking permits to 1 per household in city suburbs. 2/ reduce the speed limit to 30 for the whole of Aro street and up Raroa Rd 3/ mark out individual parks in the existing parking areas as many people park poorly reducing the parks available. 4/ convert a significant number of coupons parks to residents' parks in Adams tce and Epuni St. 5/make the proposed changes in the village area for bike rack and mevo etc. 6/ Require the Buses on this route to be smaller in size 7/ Trucks banned on this route other than permitted access for construction and facilities repair. 8/ Consider the removal of trees and change the curbing in the street to widen the foot path to make it shared use. The trees planted by the council some years ago are not maintained and are causing problems with growing into the wires and shading houses.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

In supporting documents on The WCC site, it states that "These changes will have a high negative impact on commuters and short stay visitors on Aro Street, Durham Street and Adams Tce. And a low negative impact on Holloway Road." There is no mention that this plan will have a high negative impact on residents on the south side of Aro valley rd, many who live on rear sections, this is a glaring omission by the council officers designing this proposal. If there had been consultation this would not be such an issue. The reasons given on the flyer dropped in the area in July highlighted 3 main issues. That there is a high density of people living in the area, an over allocation of resident's parks and not enough parking available. The over allocation of residents parking permits is a council allocation system problem. Currently two parks per house are allowed. Reducing resident parking to one carpark per house for central city suburbs would greatly reduce the number of cars in the inner city. A simple way to reduce carbon emissions. The following is from the WCC Aro Valley connection report "The proposed treatment for the Aro Valley route, whilst being an improvement on the existing situation, is only expected to attract cyclists of the "strong and fearless" or "enthused and confident" categories. The proposed removal of 140 parks on the south side will have an extremely adverse effect on the many rear section properties. All for a bike lane that won't be used very much.

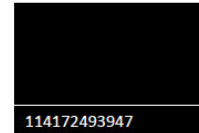
Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Oppose
Do you have any comments to make about the proposed design?
reducing the speed on the hill and not having parks on the corners. However so few cyclist will use this route it is not worth removing so many residents parks

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Very positive
People with disabilities or accessibility issues?	Very positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Neutral	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
The consultation process has been non-existent for the residents of Aro Valley. We have not been able to have a say until now on the design. Other than the Aro Valley community committee (who do not engage well with the residents) and the local businesses, the engagement has been deliberately evasive for the residents most adversely affected. This is the first-time residents and property owners have seen the design and details. I filled out a questionnaire earlier this year after getting a flyer in my letterbox about the proposed changes. The flyer and questionnaire had no details or a proposed design. The questionnaire was totally focused on questions for cyclists, not how it would affect residents. It is unacceptable that the consultation did not involve the actual residents affected by the proposed changes.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114172493947

NAME: Nadine Dodge	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

I support them, but they are not ambitious enough. Do more to make the town centre pedestrian friendly, and get on with it all faster.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

-This is a missed opportunity to make improvements to the town centre. Make in-lane bus stops and widen the footpath. This will a) allow for better waiting areas for bus passengers, b) allow for more outdoor dining and improve the attractiveness of the shops and c) just generally improve the attractiveness of the area. -As a resident, I oppose Residents only parking on Holloway Road - coupon would be a much better option and would allow my visitors and other people to visit the area. -If you are widening the path through the park to make it the main route, there needs to be a way for cyclists and pedestrians to cross/turn right at this point. Could you move the pedestrian crossing to this point instead? If not, you need to improve the ability of cyclists to use the existing zebra crossing by the park (take down the gate). - Implement everything faster! Taking your time isn't going to make it any easier/less painful to take out parking.

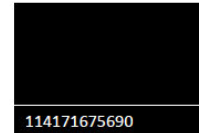
Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Neutral
Do you have any comments to make about the proposed design?
-This seems like a lot of pain for minimal gain. I would prefer that you concentrate on getting Aro Street right over doing this section, as Aro Street has much more potential users.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
If you are upgrading the path through Aro Park, you need to make it easier for pedestrians and cyclists to turn right/cross on Aro Street where the path ends - move the zebra crossing to this point. Alternatively, make improvements to the path that leads to the existing Zebra crossing.	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
The proposed slow approach isn't going to make anything easier. In fact, if anything, it will make things harder. Why? Research shows that adding residents parking increases car ownership. Therefore, your approach will increase car ownership in the short term, making it even harder to make the changes in 2024/2025.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Matt Stevens	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Removing all the car parking on Aro Street will have a massive negative impact on local residents. Cycleways already built are not used. Brooklyn Hill is the best local example. The proposed cycleway on Aro St and Raroa Rd will not replace 10000 car movements a day with 10000 bike movements.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

I am a resident of Aro Street, Removing all the car parking on Aro Street will have a massive negative impact on the local residents and I am completely opposed to it. The proposal treats the Aro community as merely a thoroughfare to Karori. The document delivered to Aro residents even states "it will free up space for people who need to drive". Similar cycleways nearby are mostly unused. Brooklyn Hill is the best example. The document implies everyone will be walking, cycling or travelling by bus with a few left driving, but the reality is the number of car movements will remain unchanged. 10000 car movements will not be replaced by 10000 bike movements every day. The raised pedestrian crossing and speed humps are a good idea and can be implemented independently of a cycleway.

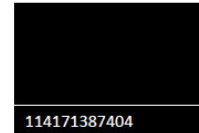
Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Strongly oppose
Do you have any comments to make about the proposed design?
Raroa Rd is very narrow with insufficient width for a cycleway and the roadway. Plus the removal of all car parks uphill will have a negative impact for the local residents.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Neutral
People riding bikes along this route?	Neutral
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Neutral
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	
Little Palmer Street is quite narrow. The proposed picture in the survey has the path width about the same as it is now. I have never experienced any issues biking in these areas.	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
The tone of the plan, ie: "help residents to prepare and adapt to the change in parking availability", has the undercurrent meaning of "residents have this time to get rid of their cars". This treats the residents as second class citizens who cannot own a car unless they have off street parking.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Tom Brodie	SUBURB: Other	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

no good for motorists we are the biggest user . combine footpath and cycle lane . i do not belie this will work road is simply too tight

Do you support the proposed speed changes on Aro Street?

Stongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

not good enough for pedestrians there should be shared footpath cycle lane no to raising crossings , unnecessary and the existing system works fine now . no to spped controls on aro street , system works ok now and will get worse not improve with proposed changes

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

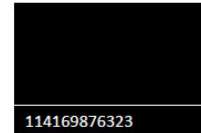
up hill bike lanes will hinder traffic and too dangerous , use the footpath no one walks up them anyway , cyclists and pedestrians share the space , agree to remove up hill parking on raroa road , not used now anyway ,

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Very positive
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Very positive
People with disabilities or accessibility issues?	Very positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
good idea . maybe paint the cycle lane on footpath ,	

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
lets not have another island bay waste full experiment slow down long term changes take time

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Matthew	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22
Strongly support
Why do you think that?
Living in highbury I welcome aro st proposed bike lane, I cycle every week and always tell me family I live them in case I don't make it back from dangerous car and other drivers who can't seem to wait to pass

Do you support the proposed speed changes on Aro Street?
Strongly support
Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?
Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:
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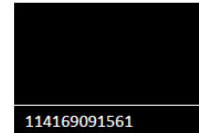
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People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Rachel Bisset	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Don't know

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

I think this is going to negatively affect the people of Aro Valley who cannot simply swap their vehicle for a bike. Parents, those with disability equipment, tradespeople who require work vehicles. For the sake of a bike lane that goes up a road too steep for most to use.

Do you support the proposed speed changes on Aro Street?

Stongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly oppose

Do you have any comments to make about the proposed design?

This is a street where most people have no off street car parking and you're removing all the parks on one side when half the street has yellow lines in the other side, not everyone can ditch their car for a bike, eg tradespeople, the disabled, people with children. What do they do? What do visitors do? What do we do if we need a builder or a plumber but there is nowhere within 150m that they can park?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

This is a very steep hill, very unlike the Newtown or Thorndon cycle lanes, only those with a very high physical fitness will be able to cycle them. It's not going to work for the general public.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very negative

People walking on the paths through Aro Park and Little Palmer Street?

Very negative

People riding bikes along this route?

Don't know

People driving vehicles on the surrounding streets?

Very negative

People with disabilities or accessibility issues?

Very negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

The footpaths are already wide enough to get to where we need to go. I walk everywhere because I am very "green" generally. I can easily give up my car but my husband is a plumber and tradespeople will always need a vehicle with equipment and tools and we have no options. We have no idea what we will do. It took all we had to buy this property - house prices are too high for this generation so luxuries like offstreet garages are not available to all.

What do you think of the timing of the proposed approach?

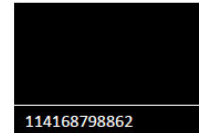
Make the proposed changes more slowly

Why do you think that?

You're asking people to make huge sacrifices. People with children, disabilities, trade peoples etc - you're leaving them with no choice but to leave Aro Valley and sell their homes. Do you feel that less than a year to do this is adequate? You are giving up your inclusive tick in order to gain the "sustainable" tick. There are ways to do both but you're doing it too quickly with no regard for the people who live here.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114168798862

NAME: C Andersen	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Oppose

Why do you think that?

I do not own a car, but understand that parking availability is already a nightmare for residents. The reduction of overall parks, and consolidation of parks into areas that may be a significant distance from people's homes will cause issues. There is also the issue of parking access for local business. The expectation that people visiting these will be happy to park elsewhere and then walk seems optimistic. Economic impact would be noticeable. Deliveries to local residents would also become impossible, unless couriers and tradies would be willing to park elsewhere and walk the delivery to it's destination. I live in one of 6 households located on 3 sections on Raroa Rd (soon to be 7 on 4, with a new development currently underway at 160 Raroa). These households are reliant on the street parking located beneath 162 and 164 Raroa Rd. The only other parking available is 1 deck space per household, located across the road and 50-60m offset, which will remain as 6 spaces for 7 households once the new build at 160 Raroa Rd is complete. Not only is this a bare minimum for any household currently, it will shortly mean less parks than households, which seems to assume that no household of the current 6 will ever need to receive guests, as no parking would be available for them, and will not need to receive deliveries either. Any increased need to cross the road will put people in danger, as there are blind corners both above and below the path access at 162/164. So while the bike lane proposal would make things easier and probably safer for cyclists living further up Raroa Rd, it would be a nightmare of reduced parking, reduced safety, no visitors, no deliveries, and reduced property values for the residents of 164/162/158 and soon 160. Perhaps the cycle lane could be moved out from the bank at this point where the road becomes wide, with some parking then still being available, and the cycle integrity being maintained via the reflective batons I see in some of the concept renders.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

I do not own a car, but understand that parking availability is already a nightmare for residents. The reduction of overall parks, and consolidation of parks into areas that may be a significant distance from people's homes will cause issues. There is also the issue of parking access for local business. The expectation that people visiting these will be happy to park elsewhere and then walk seems optimistic. Economic impact would be noticeable. Deliveries to local residents would also become impossible, unless couriers and tradies would be willing to park elsewhere and walk the delivery to it's destination.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

I live in one of 6 households located on 3 sections on Raroa Rd (soon to be 7 on 4, with a new development currently underway at 160 Raroa). These households are reliant on the street parking located beneath 162 and 164 Raroa Rd. The only other parking available is 1 deck space per household, but located across the road and significantly offset, which will remain as 6 spaces for 7 households once the new build at 160 Raroa Rd is complete. Not only is this a bare minimum for any household currently, it will shortly mean less parks than households, which seems to assume that no household of the current 6 will ever need to receive guests, as no parking would be available for them, and will not need to receive deliveries either. Any increased need to cross the road will put people in danger, as there are blind corners both above and below the path access at 162/164. So while the bike lane proposal would make things easier and probably safer for cyclists living further up Raroa Rd, it would be a nightmare of reduced parking, reduced safety, no visitors, no deliveries, and reduced property values for the residents of 164/162/158 and soon 160.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Neutral

People walking on the paths through Aro Park and Little Palmer Street?

Positive

People riding bikes along this route?

Positive

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Positive

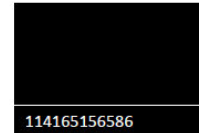
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support
Do you have any comments to make about the proposed design?
Broader pathways seem a logical solution to pedestrian and cyclist congestion, while reducing the risks cyclists are currently taking around the base of Aro Street. I see no downsides to this.

What do you think of the timing of the proposed approach?
Don't know
Why do you think that?
I oppose the changes, so the speed at which they occur isn't relevant

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Sarah Bennett	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

I've lived in the valley (or rather Highbury) for more than twenty years, and ridden a bicycle in Wellington since 1988. Progress on making our city bike-friendly have been slow, albeit they have picked some pace in the last few years. We need to go further, faster, with more courage. I am a veteran New Zealand travel writer and sustainable tourism advocate with a keen interest in cycle tourism. I'm also a board director of New Zealand Cycle Trail Inc. This has given me considerable insight into what makes for good cycling, both for communities and visitors. Towns and cities all around the motu are trying, to various degrees, to become more cycle-friendly, in many ways and with varying levels of success. For Wellington, this will always be hard due to our topography. But I'd say that our willingness quotient is high. We should throw everything we can at it, listen to the detractors but push on regardless. This is about kids biking to school, and people like me doing pretty much every they need to do around town by bike or foot. I do that now, anyway, but I often feel vulnerable. Lots of close shaves. As it is, I ride a MTB with knobbly tyres and do a huge amount of mounting the kerb and riding on the footpath to avoid danger. How people negotiate Wellington on a commuter bike I don't know!

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

We deserve safe and attractive streets. I support plans to redesign street space to make it safer and easier for people to walk, ride, scooter, or use public transport. I support changes to on-street parking, and use of 30 km/h limits to make this happen. I support doing the work in one stage, rather than spread out over three stages. That's consistent with the transitional approach. It would deliver the benefits sooner. The Aro St shopping area is well over-due for improvements that make it easy and appealing for cyclists to visit and park.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

I support installing uphill bike lanes and cycle shoulders on Raroa Road through to Raroa Crescent. I support removing all on-street parking space on the uphill side.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very positive

People walking on the paths through Aro Park and Little Palmer Street?

Very positive

People riding bikes along this route?

Very positive

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Very positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly support

Do you have any comments to make about the proposed design?

I ride this exact route several times a week. Pedestrians are incredibly kind and patient, but I don't enjoy weaving around them. This looks an easy fix and a total no-brainer! Of course, we'll need a better crossing on to Aro Street from near Garage Project?

What do you think of the timing of the proposed approach?

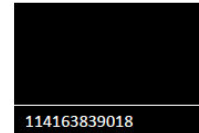
Make the proposed changes more quickly

Why do you think that?

If it were possible, I think we should push ahead. I feel like I'm risking my life every day I cycle Aro Street, particularly up-hill. We should also seize this opportunity when so many more people are getting bikes (esp. ebikes) to encourage a major mode shift.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114163839018

NAME: Hamish Gordon	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

I do not support the overall proposal as I think it will have far too much impact on the majority of road users on this route. WCC traffic data has a vehicle count of 312,000 PCM, vs 3,300 bicycles, so only 1% of road traffic is bicycles. In particularly the proposed changes to Raroa Rd seem unjustified and the WCC appears to have no data on cycle use on this route that justifies this large change to the route. I proposed a better alternative for Raroa Road is to put a shared cycle path on the current footpath (widening it if nessscesary to fit Transit NZ guideline). I currently cycle on that footpath and note that other cyclists do the same thing. Raroa Rd is narrow and twisty and it is much more pleasant to be off the inside uphill lane hard against the bank. I do not think a cycle lane on the inside uphill lane will be any more pleasant to ride up

Do you support the proposed speed changes on Aro Street?

Oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

I don't live in the area, but I regularly commute through the area mainly by bicycle and car (70:30). I agree that Aro St is narrow for cycling and maybe an uphill cycle lane with no parking from Aro park to Holloway road might work, but I have concerns for residents who have parking along there. My other issue is Raroa Rd/Aro St are one of the 3 main arterial routes into the city from the western suburbs. Based on the WCC traffic counts there are 10,400 vehicle movements

150

on Aro per day, so 312,000 per CM. Cycle traffic has been counted at 3,300 per CM, so that is 1% of the traffic is cycles, so this proposal seems a massive change that will only benefit the 1% of users (cyclists) and negatively impact on residents and the 99.99% of vehicle users on this route.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly oppose

Do you have any comments to make about the proposed design?

My main use of this road is cycling to and from town via this route. I oppose the cycle lane proposal on Raroa road as I do not think there is the cycle traffic using this route that justifies such a major change to this route. This road is narrow and twisty and the proposed changes will just make it more unsafe to use as a cyclist or for cars, Heavy vehicles and buses. My other issue is Raroa Rd/Aro St are one of the 3 main arterial routes into the city from the western suburbs. Based on the WCC traffic counts there are 10,400 vehicle movements on Aro per day, so 312,000 per CM. Cycle traffic has been counted at 3,300 per CM at Aro St, but there is no cycle data collected from Raroa Rd. Based on the Aro St count only 1% of the traffic is cycles, but as a regular cyclist using this road I don't see many cyclists on it. I would propose that the WCC consider widening the existing foot path and making this a shared cycle/pedestrian path with pedestrians having the ROW. This works for Birdwood Street where there is a similar existing path.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very negative

People walking on the paths through Aro Park and Little Palmer Street?

Very negative

People riding bikes along this route?

Positive

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Neutral

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Do you have any comments to make about the proposed design?

I cycle through this park as do many others. However, the proposed design risks turning the park into a cycleway with a park around it. It is a small area as it is and you risk changing the current amenity focus of the park.

What do you think of the timing of the proposed approach?

Make the proposed changes more slowly

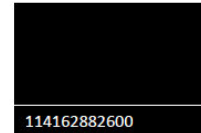
Why do you think that?

I think the whole proposal seems rushed and the cycle planners have admitted that they don't have particularly accurate data on cycle movements: -The current cycle meter is on Aro St below

Aro Park so cyclists using the Aro Park/Little Palmer St aren't counted -Many cyclist using Aro St are mountain bikers accessing the Polhill trails, so only riding as far as Holloway Road. -Cycle meter does not count carbon fibre bikes (~40% of mountain bikes are made of this) -No cycle meter or count on Raroa Road so there are large assumptions on actual cycle usage.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Catharine	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

If you are going to do these changes and I am sure it is a done deal, you must have cycle counters at the beginning and end of all sections to monitor usage. At present the cycle counters are random and don't support much of the proposed projects. I think this goes too far in favour of cyclists. I say the council should finish the Brooklyn Road Cycle lane before it starts stuffing up the rest of the city. I'd like to see more sharing of the road space and cyclists taking more responsibility for their own safety i.e. reflective clothing, bike lights, I'd like to see escooter riders have to wear a helmet and have better lights. There are a few parts of this proposal I agree with but not enough to give the proposal the thumbs up. I'd like to see the mobility park on Aro Street and the bike parks on Devon St or Epuni Street. There is no need for the cycle parks to be outside the cafes. But mobility drivers do need to be close to their destination. There is no need for speed bumps if there is a separated cycle lane. This is overkill. 30kms or speed bumps - not both. I wonder how the residents will feel having to listen to the noise created by driving over speed bumps. They are very noisy. I support the removal of on street parking on the uphill side of Raroa Road. It has become very dangerous for all users with the introduction of this as a bus route. It is hard to drive/ride in the centre of your lane without the possibility of a bus coming at you in your lane.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

It is too messy. It will make the streets ugly and be confusing. With the removal of the parking, there will be enough room to share the road with bikes on the left. There won't be enough room for two way traffic if they are both buses. With a wider road and cyclists taking responsibility for their own safety there will be room for all with no parking in the left. I'd like to see cyclists wear reflective clothing, have lights. Not wear black. I'd like to see scooters have to use helmets and have lights. If I cycle at 30kms do I have to use the cycle lane?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Neutral

Do you have any comments to make about the proposed design?

I agree with the removal of all on street parking on the uphill side of Raroa Road. I don't support the installation of an uphill bike lane. This restricts the usage of the area, limits passing of others on the cycle lane - think ebike/escooter vs human powered bike. With no designated cycle lane there is room for all. And if all cyclists had lights and wore a \$2 orange reflector vest from the \$2 shop we'd all be able to see them. Don't agree with sharrow. Road pollution. Again, if cyclists took a course on how to ride on the road, they would be as fast as the cars and be seen. No need for them. Stop the visual pollution.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Negative

People walking on the paths through Aro Park and Little Palmer Street?

Neutral

People riding bikes along this route?

Neutral

People driving vehicles on the surrounding streets?

Neutral

People with disabilities or accessibility issues?

Negative

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Oppose

Do you have any comments to make about the proposed design?

If Aro street is being made safer then there is no need for them to cycle through a picnic park, past a pre school. I've watched cyclists go through here in the past few months and few give a toss about other users. In a perfect world you could have shared spaces but there are many that don't think of others and who has the right of way. Pedestrians are at the top of the councils transport hierarchy so respect them and leave cyclists off pedestrian spaces.

What do you think of the timing of the proposed approach?

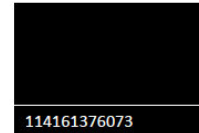
Make the proposed changes more slowly

Why do you think that?

The council has screwed Island Bay Parade with its cycle lane. It has installed a crap cycle lane on Brooklyn Road. Why can't you finish something, do it properly and learn from it instead of installing these cycle lanes where there is no 'action taken based on instand feedback'. The city is being stuffed by a few righteous cyclists that aren't prepared to compromise. (I cycle all over wellington on a daily basis. I feel safer on the road with cars and trucks than I do with other cyclists on cycle lanes). I do agree with the mobility park but it should be on the main street. If you want a 30kms spped limit don't have ghte speed bumps. You can't have both. With a dedicated cycle lane the cyclists are safe so no need for speed bumps. They wreck cars costing more money for replacement parts, they are ever so noisy for those living nearby. Put the bike parks on Epuni Street and put the mobility park on Aro Street. They cyclists are always saying drivers don't need to park right out front - neither do cyclist. Use a car park in Epuni St or Devon Street for bike parking. Not the main road.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Bill Nelson	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on? **Aro Valley Connection**

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Support

Why do you think that?

Looking at the image provided, would love a raised cycle path, or some other kind of kerb/barrier to stop car/road debris on the cycle lane. Too many stones/glass etc and cyclists won't use it and go on the road, or the footpath, which will be annoying for everybody. Otherwise it looks good.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

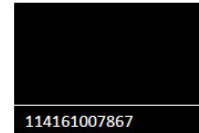
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
Sounds great as it is already used by cyclists, including myself, so anything to make it safer sounds good. Just wondering if additionally could have clear signage about slowing down (speed limits?) for cyclists in some areas, like bottlenecks and 90 degree blind corners around hall/pre-school and Little Palmer St. Otherwise, I love it.	

What do you think of the timing of the proposed approach?
The timing of the stages is about right
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Jane O'Shea	SUBURB: Highbury	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

I live in Highbury and rode an electric bike as my main form of transport for five years. I stopped four years ago for safety reasons. These changes mean I will joyfully get back on my bike again.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

I live in Highbury and wrote an electric bike as my only form of transport for five years. Four years ago I stopped because it became too dangerous. If these proposals go ahead, I will joyfully be back on my bike again.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Strongly support

Do you have any comments to make about the proposed design?

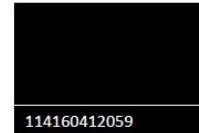
The sooner the better

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Very positive
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Don't know
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
When I used to ride my bike (stopped 4 years ago because became too dangerous) I used these two paths almost every day. Excellent idea	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
The sooner these changes are done, the better for everyone.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Regan Sayer	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

A better bike connection between Aro Valley and Karori is fantastic, takes cars off of a narrow road and makes the area more liveable.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

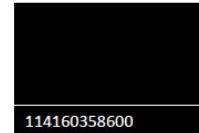
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Matthew Eden	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Stongly oppose

Why do you think that?

Removing the car park's as a traders man in Wellington. Finding a park around all the cycle ways add's time and money for my clients,also Wellington has old houses that have on parks off the road network, where are we going to park all the cars Disabled people are not able to cycle,we need to stop and think about all the community old and young people Regards Matthew Ps I'm an Ebiker

Do you support the proposed speed changes on Aro Street?

Stongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

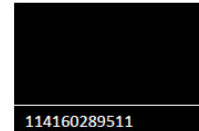
Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114160289511

NAME: Nikola Andic	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Support

Why do you think that?

The proposals are a great way to encourage mode shift and make cycling safer. Although I think there need to be a few additional changes to parking on side streets to mitigate impacts on affected residents. I live on Aro Street and have a child with a physical disability, so am dependent on having a car. Small changes to parking on Adams Terrace could mitigate the impact on us in a big way. I.e. make all on street parking residents/not coupon parking; limit availability to 1 space per house; and finally allowing Aro Street addresses to obtain some of these residents parks. You could further limit access by only providing residents parking to houses without off street parking. These changes would make much better use of space on Adams Terrace, while still limiting the total number of cars and encouraging mode shift. I think it will also increase support for the changes more broadly, as people will see them as less threatening in the short term. Note this could also be replicated on other side streets in the valley. Alternatively I request disabled parking be added to Adams Terrace.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Support

Do you have any comments to make about the proposed design?

I live at [REDACTED] Aro Street and have a child with a physical disability, so I am dependent on having a car. But I think this can be accommodated alongside your proposals. I support the addition of a

bike lane on the Southern side of Aro Street, but impacts on Aro Street residents like me could be mitigated better, by making complimentary changes to parking on Adams Terrace. I.e. make all on street parking residents/not coupon parking; limit availability to 1 space per house; and finally allowing Aro Street addresses to obtain some of these residents parks. You could further limit access by only providing residents parking to houses without off street parking. These changes would make much better use of ample space on Adams Terrace, while still limiting the total number of cars and encouraging mode shift. I think it will also increase support for the changes more broadly, as people will see them as less threatening in the short term. Note this could also be replicated on other side streets in the valley. Alternatively I request disabled parking be added to Adams Terrace.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Support

Do you have any comments to make about the proposed design?

I support the changes, although they should be accompanied by some provision of parking for those who are dependent on it (i.e. people with disabilities and elderly with no off street parking). I think it can be done relatively easily, please see my comments on Aro Street changes (where I live) for more detail.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

Very positive

People walking on the paths through Aro Park and Little Palmer Street?

Very positive

People riding bikes along this route?

Very positive

People driving vehicles on the surrounding streets?

Very positive

People with disabilities or accessibility issues?

Very positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Strongly support

Do you have any comments to make about the proposed design?

I walk this route daily, and this is a great idea! The cyclists are very courteous, but it can be hard sharing the narrow path on Little Palmer (e.g. often have to step into the bushes and mud to get out of someone's way, and you do run into the odd d...head in a hurry). I think widening this path is a great idea and will make it a lot more usable for all. Ka pai.

What do you think of the timing of the proposed approach?

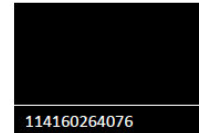
The timing of the stages is about right

Why do you think that?

I think the timing is about right, especially as I would like to see them accompanied by changes to parking on Adams Terrace - which I suspect will take time. For reference, I have suggested impacts on Aro Street residents like me could be mitigated better (I have a child with a physical disability so need a car), by making complimentary changes to parking on Adams Terrace. I.e. make all on street parking residents/not coupon parking; limit availability to 1 space per house; and finally allowing Aro Street addresses to obtain some of these residents parks. You could further limit access by only providing residents parking to houses without off street parking. These changes would make much better use of ample space on Adams Terrace, while still limiting the total number of cars and encouraging mode shift. I think it will also increase support for the changes more broadly, as people will see them as less threatening in the short term. Note this could also be replicated on other side streets in the valley. Alternatively I request disabled parking be added to Adams Terrace.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Jill Robinson	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Oppose

Why do you think that?

Since the introduction of the bus route up through Raroa Rd this has become very congested. The number of cars on Raroa Rd has increased significantly over the last few years. Where will they go. Epuni Street is already hard to find a car park in. While I support the car share arrangement, the removal of car parks in Aro Street will put pressure on car parking spaces in Epuni Street. Will there be a lot more resident only spaces made in Epuni Street?

Do you support the proposed speed changes on Aro Street?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Oppose

Do you have any comments to make about the proposed design?

There are too many people dependent on parking a car near their house. Epuni street parks are already full. I agree with carshare. The E station has proved popular. But removing car parks for residents there will be even more demand in Epuni St. Devon St already full with cars.

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Oppose

Do you have any comments to make about the proposed design?

The number of cars on Raroa Rd has increased exponentially over the last few years. Where will these cars go? It was a poorly conceived idea to have buses coming on this route. I believe this has contributed to the difficulties on this route. The proposed changes will do nothing to address the fact that on some parts of Raroa road two buses are unable to pass causing build of cars in both directions

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	Very positive
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Positive
People with disabilities or accessibility issues?	Positive

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

Support

Do you have any comments to make about the proposed design?

This sort of improvement will be very beneficial. It will also be likely to make these routes safer for people walking through in evenings

What do you think of the timing of the proposed approach?

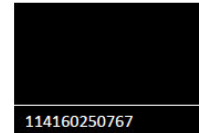
Make the proposed changes more slowly

Why do you think that?

WCC needs to ensure that the public transport in Aro Valley is efficient, reliable, regular and cheap (ie WCC subsidised) if it wants to get people out of cars. This needs to be embedded before starting these changes which could make this route even more congested and dangerous

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114160250767

NAME: Bridget	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?

These include traffic resolution TR173-22

Strongly support

Why do you think that?

Yes, lots of people bike around here already due to the reserve, and Aro Valley is so close to the city that making it easier for more people to bike safely and have to rely on cars less is a great idea. There are also many students and kids in the area. More people biking means less people driving cars on the roads, so this benefits drivers too, and even if nobody used it (which I highly doubt), it is not that hard or expensive to revert back to road space for driving/parking, especially compared to the cost of maintaining roads that cars and other heavy vehicles use. Aro Valley is a beautiful place to bike with all the birds and trees around too! If we don't provide alternative transport solutions to cars, Aro St and the rest of Wellington will only get more congested.

Do you support the proposed speed changes on Aro Street?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

Having a bike lane (and a lower speed limit on aro st) will be fantastic, it is a narrow road so this will really make things safer for bikers. I do not currently bike but would like to, and having more dedicated bike lanes in the city would make me feel much safer and encouraged to start biking in town. I have seen cars honk/yell at cyclists (particularly uphill aro st/raroa rd), and also a few cyclists on the narrow footpaths, so having a dedicated lane is much needed I think. I currently live in Aro Valley.

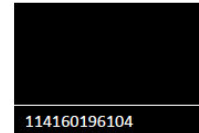
Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Strongly support
Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Positive
People walking on the paths through Aro Park and Little Palmer Street?	Very positive
People riding bikes along this route?	Very positive
People driving vehicles on the surrounding streets?	Very positive
People with disabilities or accessibility issues?	Very positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Strongly support	
Do you have any comments to make about the proposed design?	
Yes, I frequently use these paths to walk. It seems like a non-disruptive change with positive outcomes to everyone.	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
Generally I think it's great and a good timeline, although it would be nice if the stage 3 part of the bike lane was done sooner, as there is busy traffic/intersections down there- though there isn't much bike infrastructure there already, ideally it would coincide with improvements to willis st (such as a dedicated bike lane). It's not a big deal though (in terms of the timeline).

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Joseph Fletcher	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Strongly support

Why do you think that?

I think that we should abolish all on street parking in the Valley. Cars are dumb and the people who drive them suck.

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

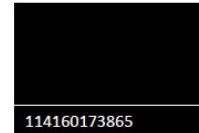
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Liam Prince	SUBURB: Aro Valley	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Aro Valley Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route? These include traffic resolution TR173-22
Strongly support
Why do you think that?
It provides for much safer cycling uphill with a separated lane, and slightly safer downhill riding by creating more space for vehicles.

Do you support the proposed speed changes on Aro Street?
Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?
Strongly support
Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
Strongly support
Do you have any comments to make about the proposed design?

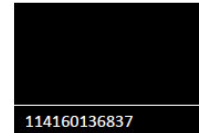
Aro Street to Willis Street link: What do you think the impact of widening the path would be for:
--

People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
I would like to see the uphill cycle lane on Aro Street completed in 2023, or at least the majority of it. I understand the need to reduce impact on residents due to removal of parking spaces, but I am concerned only partially completing the bicycle lane could be hazardous. As a compromise, the section between Durham Street and Holloway Road could be completed in 2023, and the section from Durham Street to the shops completed in a later stage. However, this latter section is the most disruptive to traffic and ideally would be completed sooner.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Alastair Stewart	SUBURB: Kelburn	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Aro Valley Connection

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Support

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Strongly support

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Support

Do you have any comments to make about the proposed design?

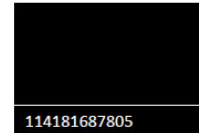
I support the plans, but would strongly ask the council to consider extending the current coupon parking zone that ends at plunket St to include Raroa Road to Raroa Crescent. As a resident, it is plain to see the significant number of non-resident commuters who park here for free - volumes of parked cars drop significantly on weekends and during the lock downs.

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:	
People using Aro Park for recreation (e.g. picnicking)?	Neutral
People walking on the paths through Aro Park and Little Palmer Street?	Positive
People riding bikes along this route?	Positive
People driving vehicles on the surrounding streets?	Neutral
People with disabilities or accessibility issues?	Positive
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Support	
Do you have any comments to make about the proposed design?	
There is a narrow pinch point at the corner of the basketball court by the kind that would be nice to widen too.	

What do you think of the timing of the proposed approach?
The timing of the stages is about right
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Chris Ford	SUBURB:	ON BEHALF OF: Disabled Persons Assembly	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Ngaio Connection
--	------------------

Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street
(between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between
Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path
would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Disabled Persons Assembly nz



November 2022

To Wellington City Council

Please find attached DPA's submission on the Aro Valley Connection

Disabled Persons Assembly NZ

Contact:

Chris Ford

Regional Policy Advisor

[REDACTED]

[REDACTED]

Level 4, 173-175 Victoria Street PO Box 27524, Wellington 6011, NZ dpa.org.nz

Introducing Disabled Persons Assembly

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

Since our formation in 1983, DPA has brought disabled people together and shaped our collective input in a way that drives system level change.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#) and [Whāia Te Ao Mārama: Māori Disability Action Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

Leadership: reflecting the collective voice of disabled people, locally, nationally and internationally.

Information and advice: informing and advising on policies impacting on the lives of disabled people.

Advocacy: supporting disabled people to have a voice, including a collective voice, in society.

Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The submission

DPA is providing this submission for the benefit of the Wellington City Council in its consideration of the Aro Valley Connection Project.

Firstly, DPA is pleased to see the following proposals:

- New street layout with a separated uphill bike lane on Aro Street and Raroa Road
- Extended 30km/h zone on Aro Street through to Willis Street
- New raised pedestrian crossing by Aro Park and four speed humps introduced on Aro Street
- New car share parking spaces on Epuni Street
- New mobility car park on Epuni Street
- Changes to parking on Aro Street, Raroa Road and some side streets.

Secondly, DPA recognises the lengths that Council have gone to in order that the project is well consulted upon. We were pleased to be approached regarding this and would welcome the opportunity to participate in offering feedback on future projects. Our brief submission makes some recommendations around changes that could be made to make the Aro Connection more accessible, inclusive and safer for everyone, including disabled people.

Little Palmer Street Path Widening and Wayfinding Signage

DPA does not support the concept of establishing a shared pathway for both cyclists and pedestrians. Instead, we support the creation of more separated cycle ways, such as that proposed on Aro Street and Raroa Road. This would enable pedestrians travelling either, for example, via foot or on a mobility device such as a wheelchair to safely navigate within the space without fear of collision.

Around the issue of wayfinding signage, DPA recommends that it be developed in a way where print, height and colour contrast are fully considered, especially for blind

and low vision users. We would like to encourage the development of signage in accessible formats as well (i.e., in New Zealand Sign Language, Easy Read, Te Reo and ethnic languages) which can be done via the use of electronic apps where people can access this information via a QR code. This would help make the signage clearer, accessible and more visible for everyone.

DPA's recommendations

- **Recommendation 1:** DPA does not support the concept of establishing a shared pathway for both cyclists and pedestrians. Instead, we support the creation of more separated cycle ways, such as that proposed on Aro Street and Raroa Road.
- **Recommendation 2:** That wayfinding signage be developed in a way where print, height and colour contrast are fully considered, especially for blind and low vision users. We would like to see the development of signage in accessible formats as well (i.e., in New Zealand Sign Language, Easy Read,) which can be done via the use of electronic apps where people can access this information via a QR code.

Disabled Persons Assembly nz



November 2022

To Wellington City Council

Please find attached DPA's submission on the Ngaio Connection Project

Disabled Persons Assembly NZ

Contact:

Prudence Walker

Chief Executive



Level 4, 173-175 Victoria Street PO Box 27524, Wellington 6011, NZ dpa.org.nz

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Advocacy: supporting disabled people to have a voice, including a collective voice, in society.

Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The submission

DPA is providing this submission for the benefit of the Wellington City Council in its consideration of the Ngaio Connection Project.

Firstly, DPA is pleased to see the following proposals:

- Better access to bus stops.
- New raised pedestrian crossings
- Uphill bike lanes (one-way)
- Sharrow road markings going downhill
- Safer speeds around Ngaio village and Cameron Street
- Some parking removal and parking changes along the route and on side streets, with a staged approach through the business area on the lower part of Kaiwharawhara Road.

Secondly, DPA recognises the lengths that Council have gone to in order that the project is well consulted upon. We were pleased to be approached regarding this and would welcome the opportunity to participate in offering feedback on future projects. Our brief submission makes some recommendations around changes that could be made to make the Aro Connection more accessible, inclusive and safer for everyone, including disabled people.

Thirdly, DPA acknowledges the Council's contracting of consultants ViaStrada who conducted an extensive safety and accessibility audit which has been useful in assisting us with developing our recommendation.

Our brief submission makes some recommendations around changes that could be made to make the Ngaio Connection more accessible, inclusive and safer for everyone, including disabled people.

Wayfinding signage

DPA welcomes the proposal to erect wayfinding signage here in order to avoid unnecessary collisions between pedestrians, cyclists and motorists at the Kaiwharawhara Road and Cameron Street intersection and also at the intersections

of Cameron and Pickering Street. However, we wish to stress that our preference is that cyclists, motorists and pedestrians would all be best served by having separated cycling and pedestrian lanes in order to enable everyone, especially pedestrians, to be able to mobilise safely.

However, DPA recommends that any wayfinding signage be developed in a way where print, height and colour contrast are fully considered, especially for blind and low vision users. We would like to encourage the development of signage in accessible formats as well (i.e., in New Zealand Sign Language, Easy Read, Te Reo and ethnic languages) which can be done via the use of electronic apps where people can access this information via a QR code. This would help make the signage clearer, accessible and more visible for everyone.

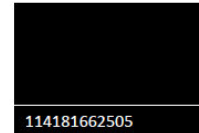
DPA's recommendations

The Disabled Person's Assembly recommends:

Recommendation 1: That any wayfinding signage be developed in a way where print, height and colour contrast are fully considered, especially for blind and low vision users. We would like to encourage the development of signage in accessible formats as well (i.e., in New Zealand Sign Language, Easy Read, Te Reo and ethnic languages) which can be done via the use of electronic apps where people can access this information via a QR code. This would help make the signage clearer, accessible and more visible for everyone.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Ian Hollins	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Important

Which route proposal/s would you like to have your say on?	Ngaio Connection
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Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Neutral
Why do you think that?

Do you support the proposed speed changes on the Ngaio route?
Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Support
Do you have any comments to make about the proposed design?
The design needs to implement all necessary traffic safety measures before adding more cyclists to the network. Delaying safety measures is not a valid tactic of transitional plans

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Neutral
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Support
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Strongly oppose
Do you have any comments to make about the proposed design?
Refer to attached document with issues and recommendations

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
The current plans are ignoring or delay safety measures.

Kenya Street Traffic safety

This submission covers 6 safety issues and makes recommendations for the Ngaio Connections project to improve safety for the initial iteration in the transitional rollout.

Issues

1. Excessive speed in Kenya Street
2. Unsafe northbound cycle path at the Intersection at Kenya Street/Ngaio Gorge Road/Trelissick Crescent
3. Bus stop at 52 Kenya Street that does not allow space for buses to fully stop off the main traffic shared lane
4. Lack of Parking at upper Kenya Street
5. Safety measures for Trelissick Crescent
6. Roads not wide enough for the best cycle safety measure of separated cycle lanes

Issue 1. Excessive speed in Kenya Street

Recommendations

- 1.1 Make all of Kenya Street one official speed limit of 30km/hr.
- 1.2 Reduce speed up Kenya Street by installing a speed hump at about 39/41 Kenya Street, at least for the uphill side, heading towards the CBD.
- 1.3 Improve safety and reduce accidents at upper Kenya Street by installing a speed hump at about 45/64 Kenya Street.

Rationale

The WCC has recognised the safety risk for the three corners at the top of Kenya Street and installed speed advisory signage of 35km/hr. They are safety traffic calming measures that must remain in place and be enhanced. Note there are 5 WCC 35km/hr speed guideline signs plus one electronic speed warning sign. The northern most sign is at 37 Kenya Street, and the southern most sign is on Ngaio Gorge Road.

The MCA states the "Recorded 85th percentile speeds (46 km/hr) are lower than the posted speed limit (50 km/hr)". However, the top half of Kenya street is within the WCC 35km/hr speed advisory, so the 46 km/hr is 11km/hr above this speed or **131% of the speed guidance for this area**. The Ngaio Transitional reports do not include the 35km/hr advisory area, in the design maps or in any report.

Accidents. In the 90 a speeding vehicle heading south missed the corner at 60 Kenya Street and crashed into the house at #64. The WCC were so concerned about the excessive speed of traffic that they installed heavy duty road safety barriers behind the footpath from 62 to 64 Kenya Street. A **"real ambulance at the bottom of the cliff"** response. In 2016 after a resident petition, some traffic calming measures were installed including the 35km/hr signage. At the end of 2020 a speeding car coming from Ngaio end, left 35metre tyre skid tracks and destroyed part of the heavy steel barrier. To brake for 35ms and still have enough inertia to demolish the Armco barrier indicates they were going well over 100km/hr. The WCC had to replace the traffic safety barrier but this time

also added some two more 35km/hr signs. **The WCC should take this opportunity to “build a fence at the top”, by installing real traffic calming measures for this acknowledged safety hotspot.**

The Ngaio Connection project accident data underreports the accidents. It uses accident data from the NZTA CAS, which is collected by Police reports. However, the CAS have stated that “*under-reporting of crashes is a known issue. It is estimated that there is 40% under-reporting of serious crashes*”.

Between #56 and #68 Kenya Street, eight cars have been written-off due to excess speed related accidents, most were parked cars, and most were not reported to the Police so are not counted IN CAS data. They were reported to the WCC but do to appear to be included in the main reports or safety audit.

Even the recorded 46 km/hr is likely to be lower than normal speeds as over the past two years the Ngaio Gorge Road has been under construction and for most of the time, traffic is stopped by traffic lights, causing queues and has generally reduced the speed of traffic. This is due to the slower vehicles having a queue form behind them, so all queued vehicles are travelling at this lower speed.

U-turns on Kenya Street. The proposal does not seem to have considered that by having parking on only one side of the road, it will mean vehicles travelling from the Ngaio end, will have to cross the road to find parking spaces. Drivers would have to either perform a U-turn or a three-point turn on Kenya St, or drive to the Kenya St/Ngaio Gorge Road intersection and turn into Trelissick Crescent and then back onto Kenya Street, to head north. Also, everyone parking on Kenya Streets west side but who want to head south will either have to use the corner of Kenya Street/Crofton Downs, by the crossing or the roundabout at Waikowhai St/Ottawa Road, or carry out a U-turn.

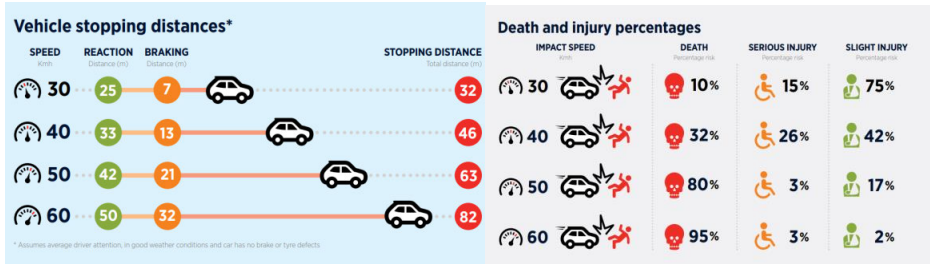
Performing a **U-turn in 50km./hr speed zone is dangerous**, and carrying out a U-turn or three-point turn will likely require vehicles using the cycle lane and then again in the opposite shared lane, potentially very dangerous and putting cyclists at risk.

The Ngaio Transitional proposal will have five speed zones for the 500m of Kenya Street. Traffic heading south, away from Ngaio, meet posted speed signage of :-

- From Ngaio to 6 Kenya St 30km/hr
- 6 Kenya Street to 37 Kenya Street 50km/hr
- 37 Kenya Street to 10 Ngaio Gorge Road 35km/hr speed advisory
- 10 Ngaio Gorge Road to just past Perth St 25/km/hr speed humps
- After humps there is no speed signage so 50km/hr

Five speed changes in 500metres is excessive, wastes fuel, and is unlikely to be followed. Surely the whole of Kenya Street should be a 30/km/hr speed zone, as both safer and much less confusing.

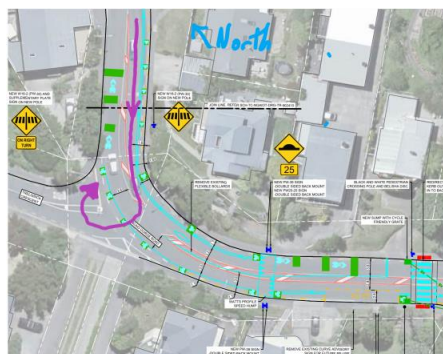
The road design and visibility at the three bends at the top of Kenya street is unsafe for speeds greater than 35 km/hr. The Road Code states that drivers should drive at a speed that they can stop within the length of the clear visibility. So, with no more than 35 meters of visibility, vehicles should not be travelling at more than about 32km per hour. (from Auckland Transport Road Safety and Safe Road Programme).



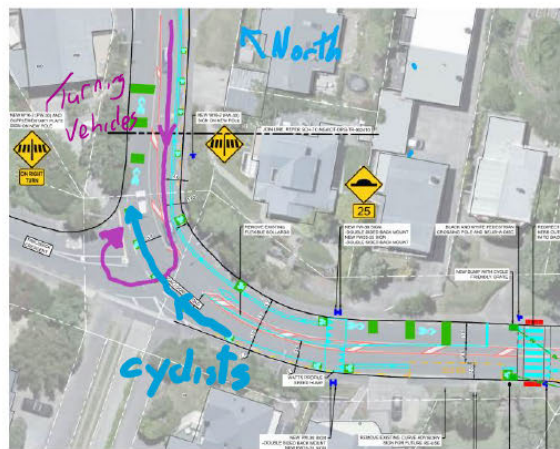
Below is a graphic for the three corners. The driver visibility is shown by the green triangle, being what the driver of the blue vehicle will be able to see, out to about 30 metres ahead of them. The red graphic represents what could be a stationary vehicle, pedestrian, cyclist, truck, etc. Vehicles travelling at more than 30kphr and needing to urgently brake, will travel 25 metres in their reaction time and another 7 meters in braking. This clearly shows that to be safe, vehicles travelling around these corners **must not be going more than 30 or 35 kms per hours**.



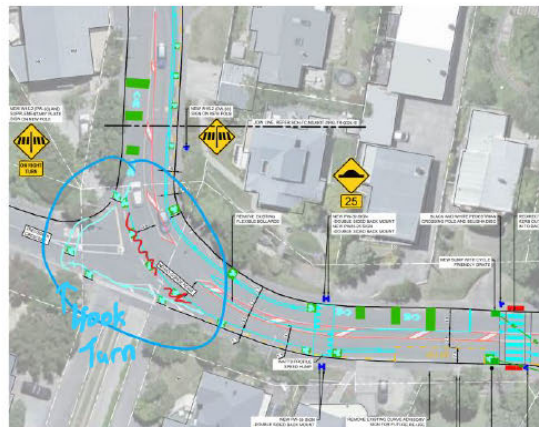
The proposal will introduce excellent traffic calming measures at both ends of Kenya Street, but nothing is proposed for the rest of the 35km/hr advisory speed zone, which is also a high accident Zone.



The Ngaio Connections proposal to remove the 59 carparks on the east side of Kenya street will mean a significant increase in vehicles from north/Ngaio end into Trelissick Cres and returning onto Kenya Street. The Kenya Street traffic lane on the approach to this intersection is to be narrowed to allow for the cycle lane. Also, the white diagonal lines inside the from centre line will be removed. It is a difficult and dangerous corner, as it is below the crest of the hill. The new speed humps will slow traffic, however the turning traffic will cross over the cycle lane for cyclists heading north. Drivers will have to be very careful and aware of traffic coming at them over the crest, (plus the traffic from behind) and cyclists also coming over the crest before crossing their turning path. Extremely dangerous.



For cyclist safety we suggest at this intersection, the northbound cycle lane be directed first down Trelissick Crescent, make a hook-turn and then take a left turn into Kenya St when clear.



Issue 3 Bus stop at 52 Kenya Street does not allow space for buses to fully park off the main traffic shared lane

Recommendation

- 2.1 As per the proposal, remove the four carparks at 48 – 54 Kenya Street and
- shorten the existing bus stop northern end to include the 52A driveway
 - covert the northern half of the existing bus stop at 52 Kenya Street to an unrestricted car park.

This will provide a no-stopping zone for the bus stop that is 44 metres long.

Alternate recommendation

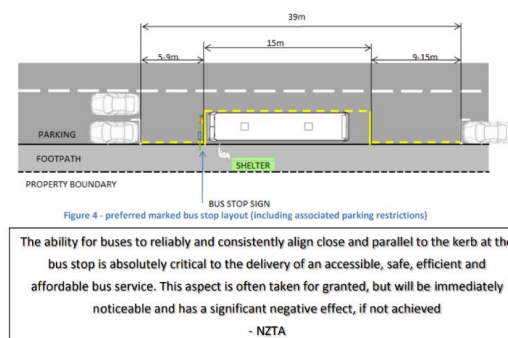
- 2.2 Do not remove the four unrestricted carparks at 48 – 54 Kenya Street.
- Extend the no stopping zone by removing one more carpark outside 52 Kenya Street
 - Extend the no stopping zone by including the driveway at 50 Kenya Street.

The no stopping zone would be 33m metres long, not quite the NZTA preferred length, but more than twice as long than as present and it saves three of the necessary on-street carparks.

Rationale

The TR180-22 Ngaio Transitional bike and pedestrian improvements document, page 2, proposes to install No Stopping Restriction (BYLs) for 36 metres on the bend outside Nos.54, 56, and 58 Kenya Street extending to the existing bus stop by removing 4 unrestricted carparks. The existing bus stop is 15 metres long, so will make the Bus top 51 metres long.

The WCC does not appear to have a standard ideal length of bus stops. The NZTA do have a preferred bus stop layout length to permit the bus to pull into, service and then pull out of the stop to re-join traffic, of 39 metres, as below



At the northern end of the existing bus stop it includes what could be one car park space. Converting this carpark from no-stopping to unrestricted will still mean the proposed bus stop will become 44 metres long. More than enough, and provides for one more car park

Issue 4, Lack of Parking at upper Kenya Street

Recommendation

- 4.1 From 45 Kenya Street heading south towards the CBD, the separated cycle way is changed to a buffered/shared cycle lane**
- 4.2 the on-street carparks remain from 43 to 53 Kenya Street.**

Rationale

The parking occupancy for Kenya Street is 115%, which is a third higher than the threshold of 85%. The report states that there is ample alternate parking available “*within a five-minute walk from centroid of the parking removal*”, but this is not the case.

The report looks at a Kenya Street sector as a whole, however it does not consider the different characteristics with that sector, which is over 1.5 km long. The upper Kenya Street, from 43/56 Kenya Street to Ngaio Gorge Road, is

- i. About 140m relatively flat
- ii. Within the WWC speed advisory speed limit of 35km/hr
- iii. 25% of the residences do not have off-street parking
- iv. The lack of parking in Trelissick Crescent means the Trelissick Crescent frequently park in Kenya Street.

Lower Kenya Street is straight, a 50km/hr zone, and almost all residences have off-street parking.

The top section of Kenya Street has the most need due to lack of off-street parking. However, after removing on street carparks from the upper Kenya St section there will only be a ratio of two on-street carparks for every five residences.

The surveys for Kenya Street occupancy are reported as 41%, so 40 parked cars. (41% of the 98 current parks). After the 63 parks are removed, it leaves 35 available parks. With 40 cars attempting to park in 35 space it is **a parking threshold of 115%** (40 cars divided by the 35 proposed parks). However, the report states 87%. Surely having an occupancy ratio well above the occupancy threshold should ring some alarm bells.

The parking surveys results are not reliable due to:-

- Only measured at four times per day, for two days
- The parking surveys were undertaken from 9am to 5pm but Kenya Street is a residential area, so as residents return home, from work and outings, in the early evening. The peak parking occupancy is after 5pm. Maybe the WCC applied survey models for Business District or suburban centres, rather than residential areas?
- On both the survey days, there was road maintenance at the top of Kenya Street and all residents within 130 metres of the Kenya Street/Trelissick Cres corner were told not to park in the area or they would be towed away. 45 parks were not available for use, so not typical and significant number, relative to the plan to only have 35 carparks in Kenya Street. It is made worse as the residential characteristics are quite different for the top of Kenya Street and the bottom. 45 parks excluded is far too many to just do replace with some unexplained “adjustment” or extrapolating data from the rest of Kenya Street.
- The Parking report does not report the actual count but only refers to percentages of available parks. Reporting just one calculated data measure makes it impossible to get a reliable understanding of the facts.

Very limited alternate parking,

The parking Occupancy Threshold figure of 85% is when traffic circulation will be high as motorists search for an available car park and may not be able to find an available car park space. The reports also use a measure that alternate parking should be “within a five-minute walk from centroid of the parking removal”

From NZTA. “While the New Zealand Travel Survey does not currently record distances for walking trips (only times), based on a walking speed of 12 minutes per kilometre, it appears that 70% of our walking trips are for distances of under one kilometre, while 30% are likely to involve longer distance.” So, in **5 minutes people can walk 417 metres.**

The report list alternate parking for Kenya Street is available at Abbott Street and Trellissick Crescent

- a) The Crofton Road sector has an expected peak occupancy after installation that is even higher than at Kenya Street. It also lists Abbott Street as the alternate parking for the Crofton Downs sector. The Crofton Downs sector parking calculations do not appear to include the Kenya Street residents/visitors overflow parkers that are being directed to Abbott Street. Note Motor Doctors customers, at the corner of Kenya Street and Crofton Road, occupy 15 -20 car parks for most of the day, on business days.
- b) Trellissick Cresc as the main parking alternative for Kenya Street, but Trellissick Cres is
 - i) narrow, most of it is about 5-6 metres wide, so realistically parking is available only on one side. This was confirmed by CC but is not stated in the report.
 - ii) Tight corners so road visibility is poor
 - iii) The Trellissick Crescent residents already fully occupy the parks for the first 170m from Kenya Street to Jacobsen Lane. **So, from mid Kenya Street it's a 420m, a 5 minute walk to where the likely first available parking spaces.**
 - iv) The footpaths and curbing stop at Jacobsen lane, and further on there is less street lighting.
 - v) at the Ngaio Gorge Road end of Trellissick Crescent, the immediate residents use most of the available parks and only the first 100m have footpaths and curbing. Walking from Kenya Street to this end of Trellissick Crescent requires walking the 90 metres of Ngaio Gorge Road, a no stopping zone. **So, from mid Kenya Street it's a walk 440m, or over a 5 minute walk to where the likely first available parking spaces.**
 - vi) Its not safe to use , especially at night due to the poor lighting, remoteness and no footpaths or curbing

In conclusion Abbott St and Trellissick Cres do not meet the parking requirements as suitable alternate parking, and as no other parking is available, so more parks must be retained in Kenya St.

The Trellissick Community group is concerned that increased parking will mean damage to plants and compacting of the soil beside the road immediately adjacent to the reserve.

The buffered/shared cycle lane from 43 to 53 Kenya Street is viable as this section of the road is

- flat
- in a 35km/hr advisory zone (or 30km/hr speed zone)
- from 45 Kenya Street there is no parking on the opposite side of the road
- there are speed humps at in both directions

After 53 Kenya Street it is a no stopping zone so it is suitable for a separate cycle way for separation around the corner.

Issue 5 Safety on Trelissick Crescent

Recommendation

- 5.1 Trelissick Crescent is made to a 30km/hr zone.**
- 5.2 In the medium term the WCC install no stopping on one side, improve street lighting, add curbing and a footpath around all of one side of Trelissick Crescent**

Rationale

Trelissick Crescent is :-

- a. 700 metres long
- b. 100m of no parking at the Ngaio Gorge/Kenya St ends of the Crescent.
- c. about 450 metres is very narrow street, about 5-6 metres wide
- d. 70% is without curbing or footpaths or much street lighting
- e. Many very tight corners with short road visibility
- f. Only short sections with footpaths on both sides at the Ngaio Gorge Road and Kenya Street ends.
- g. No restriction parking on both sides for much of the road, but the road is not wide enough to actual park on both sides
- h. 50 km/hr speed limit
- i. A relatively low housing density but a high on-street parking ratio at the ends near Kenya St and Ngaio Gorge Road

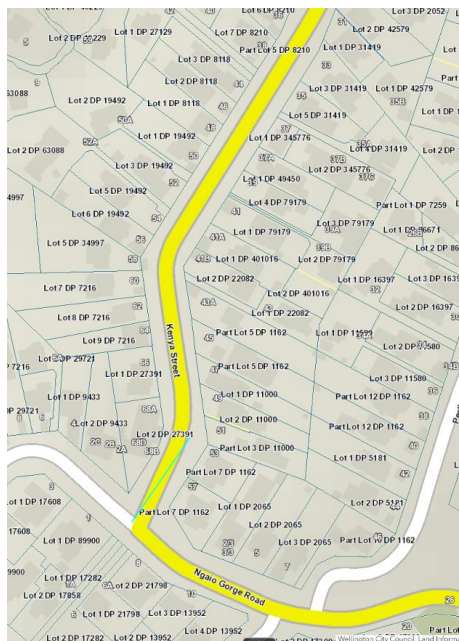
Issue 6 Roads not wide enough for best cycle safety measure of separated cycle lanes

Recommendation

6 Making better use of Road reserves

Rationale

Road reserves are the strip of land between a property's front boundary and an existing formed road or footpath. Often this land can be made available for lease or purchase from the Council, with a resource consent.



Making better use of this strip of land can remove on-street carparks and therefore better use the road for things such as cycle lanes. The cost to develop the road reserves is not in the WCC budget but by working close with the residents the majority of the development costs could be carried by the residents.

The council would also benefit by no longer having to maintain the road reserve and would gain revenue from the lease or rates.

The council could start this process by conducting a high level review of potential projects (if it is not needed for utilities, roads or footpaths) that may require the use of road reserve space and of those that are extremely unlikely to be used.

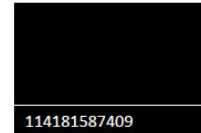
For the roads of extremely low likelihood of future WCC use, the residents could be informed.

For roads with a lot of interest the council could facilitate a group “Road stopping” review. These are usually \$15-\$20k each, but one review should be able to cover multiple nearby properties with little extra costs.

The council should consider discounted sales prices and encroachment lease fees for an initial period.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181587409

NAME: Libby Carson	SUBURB: Kaiwharawhara	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

I am completely opposed to this entire initiative, not because I am opposed to cycling, walking or investing in the future by reducing carbon emissions, what I am opposed to is an initiative that does not appear to have any supporting evidence, a proposal that will have a catastrophic and detrimental effect on our business community, will have a major impact on people trying to earn a living and incur an unreasonable cost on our community across a number of areas.

Do you support the proposed speed changes on the Ngaio route?

Strongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

I would like it noted that I strongly oppose the proposed changes to the designs currently being reviewed by the Wellington City Council. Our community works well and is highly considerate of pedestrians and cyclists alike and the cost, the impacts and the intrusions on our daily lives will be significant. Notwithstanding we don't believe the designers behind these changes have an understanding of how our community works and we also believe there to be a significant conflict of interest with the Project Team Leader. These suggestions seem flawed, at best, as despite interactions from numerous residents and businesses, there appears to have been no compromises made to address the concerns shared by our wider community.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly oppose

Do you have any comments to make about the proposed design?

Absolutely not - it seems preposterous for a Council to be making changes to a street that needs no changes made to it. We are strongly aware of all road users (pedestrians, cars, cyclists) and by limiting the usage of the roadways will create more issue

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly oppose

Do you have any comments to make about the proposed design?

Once again we find this to be an ill-considered attempt to remove vehicles from the road without a comprehensive solution that works for all road users. By narrowing down the uphill and downhill sections of Ngaio Gorge Road will create more congestion, more air pollution and more frustration with road users. Until such time as you have a sensible, reliable and functional public transport system in place, it seems an irresponsible decision to progress with this.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly oppose

Do you have any comments to make about the proposed design?

Once again this is a very narrow roadway at the best of times and by removing parking (and noting there are a number of residents in Kenya Street who rely on street parking) you are having a direct impact on a community. Whilst in an ideal world we would all be out of our cars and on public transport or on bikes, in Wellington currently it is simply not a feasible option.

What do you think of the timing of the proposed approach?

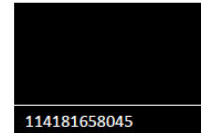
Make the proposed changes more slowly

Why do you think that?

The proposal to, ultimately, have a permanent cycle way on Kaiwharawhara Road will have an unreversible and catastrophic effect on the businesses in that area and ultimately on our community. There doesn't appear to be any data that supports this drive to put in a permanent 7-day cycle lane where there is no evidence of heavy cycling traffic. There are so many other options the Council can implement which will provide a compromise which will suit all parts of our community. Additionally, why 4-7pm - why not 4-6pm Monday to Friday to align with the rest of the City?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Julia A	SUBURB: Other	ON BEHALF OF: SWET	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Which route proposal/s would you like to have your say on?	Ngaio Connection
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Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly oppose
Why do you think that?
The consultation process was very short considering the huge negative impact these proposed changes will have on the businesses operating out of this area. Most of the businesses in this area require car parks for their customers. Public transport and bikes will not be suitable for these types of businesses and if the proposed changes go ahead, it will likely mark the end of a lot of businesses in this area. Concerning and scary after an already difficult past 2+ years.

Do you support the proposed speed changes on the Ngaio route?
Strongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

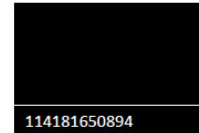
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181650894

NAME: Murray Coppersmith	SUBURB: Kaiwharawhara	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

My opposition to the proposal is due to the move beyond Stage 1 of the changes to Kaiwharawhara Rd and the lack of a plan for improvements to the Bridle Track. I am also disappointed with the consultation process. Insufficient effort was made to directly talk with clearly affected parties. The three-week feedback period is too short to affected parties to engage with, mobilise and get support of their customers.

Do you support the proposed speed changes on the Ngaio route?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

My strong opposition to the Kaiwharawhara Rd section is on the following factors. 1. A Shared Cyclist / Bus Clearway from 4pm to 7pm on Southern Side is Sufficient for the Short and Relatively Flat Section from The Living Room Down. Council officials have been reluctant to share information on current cyclist volume on this route, but in discussion I understand that uphill volume is around 150 per day, with a large majority (90%) of that volume being between 4pm and 7pm. I can support a clearway from 4pm to 7pm, but having extended clearway hours (2pm to 7pm) or moving to a permanent, separated cycleway on this short stretch of road is a disproportionate response to the small number of users (fewer than 20 per day) outside the 4pm to 7pm window. Even with significant growth in cycling numbers the volume will be low. A

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separated cycleway can be put in place in sections which are already broken yellow line, leaving the remaining sections as a mixture of loading zone and parking of various time lengths. This change would make the treatment of the southern side of this short stretch of road consistent with approach being taken on the northern side of the road. It strikes a balance between the need for improved and safer cycling corridor, recognising the volume (and time of use) of cyclists with the legitimate needs of business that operate in this commercial area. 2. The Impact on Businesses and Residents Has Been Downplayed and Underestimated. I spent an hour visiting businesses on the lower part of Kaiwharawhara Rd. For many there is strong reliance on short-term customer parking in what is a commercial area. The change proposal talks about giving businesses time to “adapt”. The reality is that there is little or no practical alternative parking for these businesses (all existing parking is already heavily used). In this context “adapt” means closure, with the loss of livelihoods. These businesses also have lease commitments which continue even if businesses are closed. If these leases have personal guarantees from the business owners, the impact will be particularly severe. From talking to these businesses, it is clear that the consultation to date has been poor. While some businesses have engaged in the informal consultation with Council officials, many I spoke with did not appreciate the severity of the proposed changes. Flyers put in letterboxes or under doors use very indirect language about the impact of changes. One business owner I spoke with (Kaiwharawhara Café) has English as a second language and did not understand the documentation provided or the implications of that. They had no direct contact from Council officials until I explicitly asked the officials to talk to the owners. Even then they were unsure of what would be happening. There was no offer by Council officials of assistance with a submission. There are also residents who live above the commercial buildings in Kaiwharawhara Rd. 3. The Time Allowed for Submission is Too Short Detail of the proposal was only open to consultation for 3 weeks. That period is too short for businesses (even if they have been engaged in the process) to talk to customers about the specific implications of the proposal and get their support via submission. Customers will not engage until specifics are known. The consultation process will not reflect the opposition of hundreds of directly affected Wellingtonians. 4. There Should be No Presumption for Changes Beyond Stage 1 Any change beyond Stage 1 should only occur once better information is available and the concerns noted above are factored into decision making.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly oppose

Do you have any comments to make about the proposed design?

My opposition to the proposed changes to Cameron St is based on the following factors. 1. Safety Issues with the Bridle Track need to be Addressed Before there is an Increase in Cyclist Use (and even with the current use) One of the overall objectives

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Neutral

Do you have any comments to make about the proposed design?

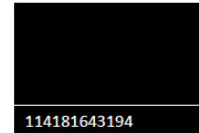
Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
For the reasons set out earlier, there should be no changes beyond Stage 1. Any further changes should not be made without assessment of the impact of Stage 1 and the balance between all users of the space.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Miriam Moore	SUBURB: Tawa	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly support

Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Support

Do you have any comments to make about the proposed design?

I would prefer 24 hour cycle lane immediately, as that is the only way to provide equitable mode shift - not just for commuters. However, I understand the staged approach allows businesses the time to come on board.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Support

Do you have any comments to make about the proposed design?

Support but I am less likely to use this given through winter I often cycle outside of daylight hours and Bridle Path does not feel safe for women cycling alone. Would be great to have some long term thought into CPTED of improving Bridle Path.

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

Very glad to have protection up Ngaio Gorge. I would prefer more overtaking pockets. Previously I lived in Brooklyn and the width is fantastic for manual and e-bikes to ride in harmony. I respect Ngaio Gorge doesn't have the same width available, so if there were small overtaking pockets dispersed along the route it would help manage the two main speeds of cyclists. It would be better if paired with a speed change (lowered speed), or speed cameras. I cycle about 50kmph down the Gorge and buses and cars still feel the need to overtake. Sharrows are a good step for confident cyclists like me who can now feel validated to take the lane to avoid being over taken. However, they aren't great for children or learner cyclists who are more important targets of mode-shift. Love the speed hump as it is currently really hard to pull out into the lane to take the right hand turn into Perth Street, with the speed that cars come up the hill.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

Really support this is a nasty place for overtaking as you reach the peak of the hill, I often take the lane to stop cars doing dangerous moves.

What do you think of the timing of the proposed approach?

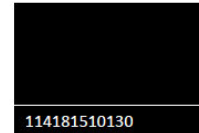
Make the proposed changes more quickly

Why do you think that?

I understand the staged approach but 2025 is pushing it, we need mode shift fast, and timings only serves commuters. Families and more vulnerable users are more likely to need the cycleway outside of these times.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Robert Quigley	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly support

Why do you think that?

If you want parents to let children cycle, or encourage people who are new to cycling, then it needs to be made way safer than the current layout.

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly support

Do you have any comments to make about the proposed design?

As a sometimes cyclist along this route, the cars parked on the southern side always worry me due to the risk of door openings. There's no way I'd let my kids ride this as it is. A 4-7pm clearway will be insufficient for people who are cycling home outside these hours, especially any school kids. Suggest it is at least 3 to 7 in the first instance.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Don't know

Do you have any comments to make about the proposed design?

I don't cycle this route so have no informed comments I could make.

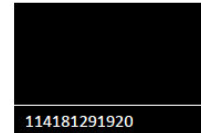
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Oppose
Do you have any comments to make about the proposed design?
I strongly support treatment of this area, just not the treatment suggested. When I cycle/drive around this corner in the morning, this is an area of significant risk for drivers and cyclists. Cars coming down sometimes try to overtake cyclists, on a blind corner. To prevent this people on bikes need to pull into the centre far earlier than the sharrows indicate and car drivers need to slow down when there is a cyclist and give them priority. The current green strip on the left hand side will encourage some cars to try and overtake before the new pedestrian crossing i.e. they'll be speeding up heading into a crossing, and there are two side streets joining here too. I'd suggest deleting the green downhill cycling lane just prior to the top of the hill, before the bend, and installing the sharrows much earlier. People on a bike need to be in the centre of the road or else cars try to overtake in a zone with two other streets joining the roadway. The designers need to get the cars and cycles in sync before this highly hazardous area.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Support
Do you have any comments to make about the proposed design?
I'm sometimes on a non-e-bike on this downhill section. With a strong northerly blowing (most common wind in Ngaio), I don't actually go very fast on this section, despite it being downhill. Cars therefore are trying to pass me and with the parked cars, they have to accelerate to over 50km hour to make it. There have been instances where I've had to break as the car has misjudged the time it takes to get around me prior to oncoming traffic. While I can imagine getting rid of the parked cars would be tough for the residents, it'll make this route safe for children to cycle. At the moment there's no way I'd let my kids cycle this section of road heading down into Ngaio.

What do you think of the timing of the proposed approach?
The timing of the stages is about right
Why do you think that?
Any change is hard for people. Providing some time might help.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: David Bond	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly support

Why do you think that?

I support the proposed changes. The existing arrangement presents particular hazards for pedestrians and cyclists: 1) Danger for pedestrians crossing the road at the top of the Ngaio Gorge and bottom of Kenya Street. 2) Danger imposed on cyclists by parked cars forcing them out into the traffic stream (particularly for uphill, non-E-cyclists, whose speed-differential from the traffic is greater). Parked cars on both sides of the road in Kenya Street also present a hazard to moving traffic, often forcing it to cross the centre-line in both directions.

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly support

Do you have any comments to make about the proposed design?

Having a bike-lane free of parked vehicles in the uphill direction is necessary for cyclists' safety, because of the speed-differential between cyclists and traffic, compounded with the problem of parked vehicles forcing cyclists out into the traffic stream. But will the proposed uphill cycle lane be compromised outside of the Clearway times? Will the proposed car parks outside 53-57 K'whara Rd interrupt the cycle lane?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Support
Do you have any comments to make about the proposed design?
An uphill cycle shoulder on Cameron Street as far as Sargeson Way will be a help for cyclists heading to the Bridle Path, but I feel this is not hugely important because there are already broken yellow lines over this stretch and traffic is generally ligh

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Strongly support
Do you have any comments to make about the proposed design?
The proposed uphill bike lane will be an improvement on the current narrow shoulder which cyclists use (although I tend to ride up the footpath as this provides proper separation from uphill traffic - but I always defer to any pedestrians I may encounter (very few in reality)). I wonder if a wider, shared or divided path for both uphill cyclists and uphill/downhill pedestrians might be better for cyclists, but I accept that reducing the kerb-kerb road-width for this purpose may not be helpful for buses or trucks. I do have some doubts about the effect on cyclists of a raised pedestrian crossing at 5-7 Ngaio Gorge Road. Having to bump up-and-down over one of these, particularly for uphill cyclists, will be a bit of an imposition. I would prefer to see a 30Km/h speed limit applied from 35 Ngaio Gorge Road all the way down Kenya Street, thus lessening the need for raised pedestrian crossings (which are essentially speed-bumps). There is currently one of these on Cashmere Ave outside Cashmere Ave School and as a cyclist I find it a bit of a nuisance. Better in my view, to formally reduce the speed limit to 30Km/h, rather than keep it at 50Km/h and impose speed-bumps. However if a raised table is seen as important for such pedestrian crossings then can the ramps up-and-down be made longer and less-abrupt close to the kerbs where cyclists will be?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Strongly support
Do you have any comments to make about the proposed design?
Having a bike-lane free of parked vehicles in the uphill direction is necessary for cyclists' safety, because of the speed-differential between cyclists and traffic, compounded with the problem of parked vehicles forcing cyclists out into the traffic stream. This is the road I live on, and cycle on daily. Parked vehicles are a significant hazard to cyclists along Kenya Street (and also act to push moving-traffic over the centre-line). I strongly support getting rid of it at least on the uphill side, and believe that the 'parking-public' needs to be re-educated as to the presumed 'right' to park private vehicles on a public roadway, in a way that compromises the function of the road. My only concern is that the proposed measures do not go far enough! The current 50Km/h is too fast for this residential street. I would like to see the speed limit lowered to 30Km/h for the entire length of the street from 35 Ngaio Gorge Road, all the way into Ngaio village. If traffic is to be slowed to 30Km/h by a raised pedestrian crossing (and sharp bend) at the top of the Ngaio Gorge, and slowed to 30Km/h at the bottom of Kenya Street (from the Fish+Chip shop onwards), it seems counter-beneficial for both safety and for the neighbourhood, not to reduce it to 30Km/h between these points also. And doing this may be able to obviate the need for raised pedestrian-crossings at both the top and bottom of this stretch.

What do you think of the timing of the proposed approach?
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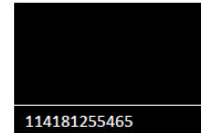
Make the proposed changes more quickly

Why do you think that?

Given that this project is meant to be an easily-implementable transitional trial to see how things work out, and to be adjustable (or even reversible) if things do not work out, then I can't see why it shouldn't be done as quickly as possible. However, I accept that objectors may be mollified if incremental changes are given time to bed-in. And given that cyclists and pedestrians have found ways to cope with the present arrangement that has been in place for many decades, another couple of years will probably be endurable. I will continue cycling up the Ngaio Gorge footpath as I have done for the last 37 years! However I would definitely like to see the proposed changes to Kenya Street made as soon as possible. The sheer increase in the amount of traffic over the past few decades, and the growth in the size of many cars, has made Kenya Street significantly more dangerous than it used to be.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114181255465

NAME: Usha and Roshan Patel	SUBURB: Ngaio	ON BEHALF OF: Crofton Road Dairy	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Don't know

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

The proposed changes will impact our small business significantly in a negative way. Our business and livelihoods rely on the support of passing motor traffic. By removing the parking available outside our shop, the ability for these customers to park and enter our shop is removed. Hence, destroying the feasibility of our business and destroying our only source of income.

Do you support the proposed speed changes on the Ngaio route?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Neutral

Do you have any comments to make about the proposed design?

As long as the businesses have been consulted and detailed plans are in place to help and support businesses financially if the proposed changes negatively effect their businesses

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Neutral

Do you have any comments to make about the proposed design?

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Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Neutral

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly oppose

Do you have any comments to make about the proposed design?

We own the dairy at 2 Crofton Road, serving the local community for 25+ years. Our business and its financial feasibility rely on the passing motor traffic, parking up and entering their store. Your proposed design results in a significant loss of parking space directly outside our business. Parking space our customers utilise to enter our shop. Parking space that is utilised by delivery drivers to supply our shop. Parking space that my we rely on to park our business/private vehicles, which are a necessity to us. Overall, your design ultimately destroys our business and our only source of income. We understand the importance of the project and how it can make travelling through our community safer and more efficient. However, we feel it is not fair that our business and our lives should effectively be sacrificed as part of the project. We have had little communication from the council and don't believe the effect of the project on our business has been adequately analysed and considered.

What do you think of the timing of the proposed approach?

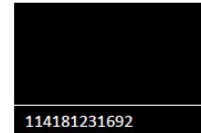
Make the proposed changes more slowly

Why do you think that?

The council should make the changes slowly so they are able to gather more feedback and data on the impact of the project. And use the feedback/data to shape the next stages

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Ngaire and Andrew Best	SUBURB: Kaiwharawhara	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

See detailed submission

Do you support the proposed speed changes on the Ngaio route?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

See detailed submission

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly oppose

Do you have any comments to make about the proposed design?

See detailed submission

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Don't know
Do you have any comments to make about the proposed design?
We rarely travel this far up Kaiwharawhara Road and would take advice from local residents in that location.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Don't know
Do you have any comments to make about the proposed design?
As per earlier question

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
See detailed submission - we are disappointed that there is not a survey option to support only stage 1.

Submission on proposed changes affecting Cameron Street and Kaiwharawhara Road as part of the Ngaio Connections project

Submitter: Ngaire & Andrew Best, [REDACTED]
[REDACTED]

20 November 2022

General

Ngaire and I are regular commuter and recreational cyclists and have been regularly traveling the route to and from the city and our home in Kaiwharawhara which includes the proposed cycleway from the Hutt Road to the intersection of Marsh Way and Cameron Street, then continuing up the hill. We are also regular walkers on both Cameron and surrounding streets and the Bridle Path with our two dogs.

Our observation over the past 7 years is that there is presently no difficulty or safety concern cycling up or down Cameron Street and question the problem definition that is sought to be resolved through the proposals on Cameron Street. We do hold pedestrian safety concerns having encountered cyclists riding both up and down the Bridle path some e-bike and scooters traveling upwards 15-20km/hr and cyclists travelling downwards with what we guess is up to 50km/hr this cycling behaviour creates a significant hazard for both us and our dogs while walking in this area. The desire to increase cycling will exacerbate the potential for serious injury to both the cyclist and walkers.

As a local resident and user, we consider we are in a very good position to contribute constructively to the conversation regarding the proposed cycling and pedestrian friendly changes, and parking changes, proposed by the Council for Cameron Street, Kaiwharawhara Road and the Bridle Track.

We are very supportive of cycle lanes and related changes to the transport infrastructure where they make sense and can be accommodated within the constraints of the Wellington environment (narrow streets, relatively hilly) without unnecessary disruption to businesses and the community affected by the cycling changes.

We do not believe that sufficient analysis or data collection of cyclist, pedestrian or vehicle movements has been undertaken to make a good decision for all users and have yet to see any evidence of what benefit that these proposed interventions will have on our community and consider this proposal to be a solution to a problem that does not exist.

Within these constraints it is important to find the right balance between the interests of cyclists, public transport, businesses, commercial and private vehicle owners, and residents. Notwithstanding the trend towards more climate friendly transport solutions, it is inappropriate to categorise the future as a community that will be able to rely exclusively or even predominantly on public transport and cycling. The solutions chosen by the Council **must** consider the **long-term (lifecycle) costs and benefits and be proportionate to the needs of all users and not just a small minority.**

The following table sets out our comments on the key changes proposed for Cameron Street and Kaiwharawhara Road.

Proposed	Comments
<p>Cameron Street uphill cycle shoulder:</p> <ul style="list-style-type: none"> “Multi Criteria Analysis” dated 23/6/22 describes preferred option as “buffered cycle lane”. In response to a request for clarification we understand Jonathan Kennett confirmed that the Council is going to work with Waka Kotahi and trial a type of cycle lane that is often used in Europe, and plan to call it a “cycle shoulder” which would be about 1.0m wide with broken white line and green blocks. The intention is that cyclists know they should keep left going uphill, and that people driving know to look out for cyclists but can carefully pull over into the cycle shoulder if they need to allow a vehicle coming downhill to pass. 	<p>We note the “Project details” link has a picture which shows what was described by Jonathan but without any dimensions.</p> <p>In response to a request for clarification we now understand that the cycle shoulder will likely be 0.75m wide.</p> <p>The area proposed for this includes a blind corner that will result in both down hill cyclists and vehicles including large rubbish trucks etc. on a collision course with uphill vehicles. While safety features in our vehicles and what is a fairly slow speed area are unlikely to cause death, if a downhill cyclist where to encounter a vehicle traveling uphill, crossing what is currently the centre line, there is a real danger. In our opinion that serious injury or death could occur. We believe that the Council should <u>NOT</u> be creating a more dangerous environment to what is existing.</p>
<p>Cameron Street uphill cycle shoulder - Vegetation to be cut back up to 2.2m high to improve visibility:</p> <ul style="list-style-type: none"> “Cameron Street, General Arrangement Plan, Sheet 2” indicates that “Vegetation to be cut back up to 2.2m high to improve visibility”. In response to a request for clarification in respect of how far the vegetation will be trimmed (kerb line or behind kerb line) Jonathan Kennett confirmed on 4/11/22 that the detail will be decided following advice from horticulture team, but happy to hear what residents would like. He imagines WCC will want to trim 0.5-1.0m from kerb line but will need to ensure it does not damage the shrubs. 	<p>We note that the vegetation was trimmed on Friday 4/11/22 to the kerb line.</p> <p>We support the ongoing maintenance of the curb side vegetation should and agree that it could be cut back further to improve visibility, however this subdivision was designed to nestle into the existing escarpment which includes conservation strips and protected trees. Complete removal of the curb side vegetation would damage the amenity and environment agreed by the commissioners at the time that consent was given to this subdivision. This should be considered and respected when further considering this proposal.</p> <p>We suggest vegetation should be trimmed to no greater than 0.2-0.3m behind the kerb, and at a frequency to ensure it does not encroach on the road below 2.2m.</p>
<p>Proposal for cycle shoulder and downhill sharrows painted on Cameron Street</p>	<p>We are un-comfortable with painted sharrows on the uphill and downhill cycle shoulder. As an all-weather commuter cyclist painted road surfaces are treacherous when wet, particularly downhill.</p>
<p>No Stopping Restriction (broken yellow lines) around the three corners between Cameron Street and the Bridle Track</p>	<p>We agree with the proposal to establish a No Stopping Restriction using broken yellow lines on the three corners between Cameron Street and the Bridle Track.</p>
<p>New Give Ways at bottom of Fore Street, Marsh Way, and intersection with Cameron Street</p>	<p>We are comfortable with the proposal for three new Give Ways to improve safety.</p>
<p>Signs directing cyclists to cross private property to access the Bridle Track from Cameron Street</p>	<p>This needs to be resolved.</p>

Proposed	Comments
	<p>We understand the Council has been approached on multiple occasions to maintain the section of road between Cameron Street and the Bridle Track, including when Cameron Street was resealed last summer, the Council has maintained it is private property and not the responsibility of the Council.</p> <p>If the Council wants to direct cyclists to cross the private property, then it needs to find a solution acceptable to residents who have a direct interest in the private property and the associated easements for the purposes of right of way and services.</p> <p>Although we are not directly affected, we have suggested that the Council should consider taking ownership and maintenance responsibility, or maintenance responsibility, to gain the support of residents directly affected.</p>
Bridle Track:	<p>Anybody who walks up or down the Bridle Track and encounters cyclists will know of the dangers.</p> <p>With the Council promoting greater use of the Bridle Track by cyclists, it must consider and implement improvements in the surface (widening, additional fencing, surface cleaning and maintenance) and signage to make the track safer for pedestrians and cyclists.</p> <p>Often when walking the Bridle Track we have been 'spooked' by cyclists without any warning, as mentioned earlier, often going too fast.</p> <p>It is only a matter of time before there is a serious incident involving a cyclist or cyclist hitting a pedestrian.</p>
All cycle lane interventions in lower Cameron Street	<p>We question the value of this part of the proposal in its entirety. Our observation is that many cyclists do not use lower Cameron Street in an uphill capacity, but choose to use Pickering Street, into lower Fore Street and up the path onto Cameron Street. Has this route been explored to resolve the perceived issues? Use of this land would negate many of the interventions proposed and the economic and social impacts that the proposal will have on our community.</p>

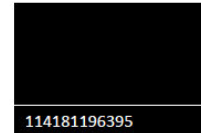
Proposed	Comments
<p>Cameron Street - Parking and parking restrictions:</p> <ul style="list-style-type: none"> Changes to parking restrictions on the downhill side resulting in a combination of P60, P120 and P24hr carparks “Proposed roll out of changes” includes the words “39x P24-hr spaces except residents”. In response to a request for clarification Jonathan confirmed that the “except residents” is an error and the website will be updated. If residents get annoyed with long-stay non-resident parking they can call WCC and get the cars ticketed and towed, but if no one calls WCC it is unlikely parking wardens will go to Cameron Street. Jonathan noted that residents did not want a residential parking scheme. “Changes in response to stakeholder feedback” includes a bullet point “Removing two carparks at the bottom of Cameron Street to make it safer for everyone” Change four angle P60 car parks at the bottom of Cameron Street to two parallel P60 car parks 	<p>In relation to the 39x P24hr carparks we agree residents do not want a residential parking scheme, although we did suggest a “P24hr except residents” restriction may be useful (consistent with streets near the airport). In any event, we are comfortable with a P24hr restriction without an exception for residents on the basis we can call the Council and get cars ticketed and towed if we get annoyed with long stay parking by non-residents.</p> <p>Further, we understand that there is a plan to change to remove two carparks at the bottom of Cameron Street is not identified on the “Cameron Street, General Arrangement Plan, Sheet 2”. We are strongly of the view that if this proposal were to be implemented then the P60 carparks (15m of carparking space, 3-4 carparks) at the bottom of Cameron Street on the downhill section between the entrance to Te Rau Ora (2 Cameron Street) and the existing broken yellow lines connecting with Kaiwharawhara Road must be removed and converted to a ‘No Stopping Restriction’ with an extension of the broken yellow lines. This proposal and section of road would become a significant hazard for cyclists and vehicles alike as downhill vehicles would be forced over the centre line to the opposite side of the road adjacent to the intersection with Kaiwharawhara Road. This will create further pressure on Kaiwharawhara businesses, potentially causing them to close or relocate.</p> <p>In relation to the angle parking at the bottom of Cameron Street we suggest that this remain as parking for 5 vehicles, but that they be reconfigured so that vehicles are required to back in angled uphill to allow them to exit safely to maintain their visibility of cyclists.</p> <p>Finally, we note the parking analysis for Cameron Street has included private rights of way (Curnow Street, Sargeson Way, Marsh Way) and suggested they provide 41x unrestricted parking spaces for non-residents. The rights of way are private property and only property owners (or guests with their approval) may park in these rights of way.</p>
<p>Cameron Street change 50 km/hr to 30km/hr for safer speeds on Cameron Street</p>	<p>We agree this change makes sense.</p>
<p>Kaiwharawhara Road – Clearway</p> <ul style="list-style-type: none"> Stage 1 (2023) - create a clearway 4pm-7pm in 2023 Stage 2 (2024) - extend clearway times to 2pm-9pm 	<p>We support the proposal for a shared cyclist/bus clearway from 4pm to 7pm.</p> <p>Our observation is that most cyclists (probably over 95%) are commuter cyclists who bike to work 7am-9am in the morning and home again 4pm-7pm in</p>

Proposed	Comments
<ul style="list-style-type: none"> Stage 3 (2025) – replacing clearways with a separated cycle lane 	<p>the evening, while buses using Kaiwharawhara Road are relatively few and rarely affected by peak time traffic.</p> <p>As a regular cyclist I observe cyclists exiting the Hutt Road cycleway at the controlled cycle crossing and holding the lane or cycling toward the centre line to allow them to turn up Pickering Street or continue on to the turning lane into Cameron Street, therefore a cycle lane on the left hand side will not assist this group of cyclists and may in fact create greater risk with the resulting reduced lane width.</p> <p>Accordingly, if you choose to pursue this proposal at this point only a shared cyclist/bus clearway (southern side of the Road) from 4pm-7pm makes sense.</p> <p>While the Multi Criteria Analysis gave a separated cycle lane the highest rating there was not a lot in it between Option 1 (morning peak shared bike/bus lane/clearway) and Option 3 (a separated cycle lane). Until the Council, users and others affected by the changes can observe the success (or otherwise) of the 4pm-7pm clearway and obtain real information on actual usage patterns, we are strongly opposed to any decision at this point to default to implementing the proposed changes outlined for Stages 2 (2024) and/or 3 (2025).</p> <p>Removing carparks in Kaiwharawhara Road will only incentivise more people to park in Cameron Street, yet no useful analysis or evidence (other than the rating analysis based on assumptions) has been provided to justify the case for extending the clearway to 2pm-9pm in 2024, or to a separated cycle lane in 2025. It will also be important to undertake analysis of the economic and social impact on businesses, residents and visitors to the area before any decisions are taken. This proposal has the potential to damage the Kaiwharawhara community that has built over the past 10 years.</p> <p>The staged approach is proposed “to give residents and businesses time to adjust to the relocation and removal of carparks on one side of the road”, relocated to where (Cameron Street??). All other off-road parking in the area is associated with businesses who presumably own or lease the parks, there are no public off-road parking areas.</p> <p>We are strongly of the view that additional restrictions beyond a 4pm-7pm clearway must be justified by a sound business/safety case which at this point has not been provided and cannot be provided until more information is available after the initial clearway is established and in use.</p>

Proposed	Comments
	Accordingly, it would be inappropriate for Council to support a default to Stages 2 and/or 3 until the business/safety case supported by evidence is prepared and consulted on.
Kaiwharawhara Road – Pedestrian Crossing Install a new pedestrian crossing outside SWET and Immigrants Son which will result in 3 carparks directly in front of our building being removed	We are also a little perplexed as to the proposed location of the new pedestrian crossing. Firstly, as it is very close to the intersection with Cameron Street (and its turning lane), and secondly it is some way from the bus stop. As a bus user and resident of the area I predominantly get off a bus on the Hutt Road (5028) however when I get off the bus at the Kaiwharawhara stop (5401), I do not walk up to Cameron Street, I walk up Pickering Street, into lower Fore Street then onto Cameron Street. This is the pattern that I observe from others who get off at this stop to access our subdivision. Therefore, I question why this location is proposed and what analysis has been undertaken in relation to pedestrian journey patterns to support this location?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: James Sullivan	SUBURB: Johnsonville	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Support

Why do you think that?

The proposal is an improvement over the status quo yet still has major issues that will not assist with the aim of increasing uptake of cycling. As this is an interim plan, council should feel confident in doing more than the bare minimum to best get an understanding of how changes will have a longer term impact. The interim design gives flexibility to pull back on some ideas if they do not work as expected.

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Support

Do you have any comments to make about the proposed design?

Go straight to Phase 3 to avoid continual changes for parking which will repeatedly irritate people used to the status quo. If the parking must stay then the speed limit MUST be reduced to 30kph. This will have a massive impact on the safety of mixing unprotected road users with general motor vehicle traffic. It will also have a minor impact on large commercial vehicles as the stretch most commonly used by them stops at around the oil tanks. Lower speeds will also create a more pleasant environment for businesses as vehicles are not accelerating hard to get up to 50kph before slamming on the brakes.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Support
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Support
Do you have any comments to make about the proposed design?
At a minimum the speed limit MUST be reduced to 30kph along sections of road where the physical cycle lane protections are removed. This will give drivers much more time to take a driving line that avoids crossing into the absurdly narrow cycle lane. It will also reduce the severity of any hit of a cyclist by a motor vehicle. Such action is highlighted as appropriate in both the Pōneke Pōneke plan and Austroads guidance for cycle infrastructure.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Support
Do you have any comments to make about the proposed design?
If micromobility users must share the lane with general motor vehicle traffic then the speed limit MUST be dropped to 30kph. This will encourage less confident cyclists to try it out, improve the safety of drivers exiting driveways, make cycling more pleasant, and reduce the roadway noise for nearby residential properties from vehicles accelerating hard.

What do you think of the timing of the proposed approach?
Make the proposed changes more quickly
Why do you think that?
The repeated changes will irritate all road users and gives little time for the full suggested design have data gathered on it. Phase 3 should be the only phase done.

James Sullivan Ngaio Cycleway Submission

The proposal is an improvement over the status quo yet still has major issues that will not assist with the aim of increasing uptake of cycling.

As this is an interim plan, council should feel confident in doing more than the bare minimum to best get an understanding of how changes will have a longer term impact. The interim design gives flexibility to pull back on some ideas if they do not work as expected.



*** This principle is really important for making interim street changes.**

I want to highlight this aim from Paneke Pōneke as to how the interim designs should be approached. We cannot fix everything in an interim design, but it doesn't mean that we should give up where the existing priority of road use comes into conflict with something else. Humans and roadways existed in Aotearoa long before thousands of large vehicles capable of doing 50kph uphill existed.

Proposed good improvements

The sometimes-protected cycle lane up the gorge

Any amount of physical protection along the uphill sections of this corridor is a vast improvement over the status quo. With vehicle traffic routinely close to 50kph the danger to unprotected road users is immense.

Sharpening some intersection corners to discourage high speed use

Several of the intersections along this corridor encourage high speed use by drivers into or out of roads that have little visibility due to parked vehicles. The effort to sharpen some of these turns will help discourage drivers from going through the intersections at high speed. Improving the safety and environment for unprotected road users.

Remaining Issues

While the proposal is an improvement over the status quo, it still leaves some major problems. Even within the context of this being an interim plan with a focus on changes that are fast and cheap to implement.

Following is some of the biggest impact issues that I think can be addressed to really make this interim change helpful in laying down a future design.

Why stage an interim plan?

It is repeatedly noted that this proposal is for an interim design. Why does it then need to be staged itself? It ends up creating interim interim plans.

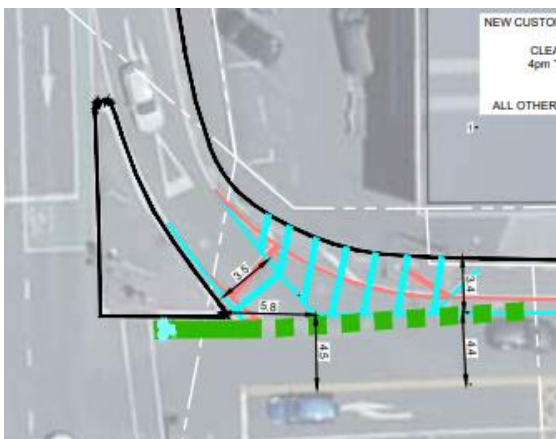
Capacity to do the work is limited so why is this plan requiring more expense for what is already going to be replaced? The current proposed plan will result in at least 4 rounds of construction before the final design is put in.

Suggestion

Go straight to phase 3. If sections are found to be needlessly disruptive then those individual items can be removed during the completion of the interim experiment. Otherwise they can be refined or removed for the longer term construction.

Some form of physical barrier is needed where paint is being used to sharpen intersections.

Paint is not protection. A flush median such as this will be cut by drivers who 'know' they don't see any cyclists. You can see this on many flush medians where vehicle marks have worn away or dirtied up the paint.



Suggestion

Some form of physical barrier needs to be installed to discourage this behaviour. Plastic or concrete lozenges as used elsewhere would work to do this. Such examples can be found on the uphill cycle lanes between Newtown and Kilbirnie or up to Brooklyn. These devices would not disrupt larger vehicles such as trucks or buses, but would disrupt and discourage smaller vehicles from taking the corner at speed.

Bollards or planters could also be installed in parts of the flush median to help discourage such behaviour as well.

Temporary cycle lanes forcing cyclists to routinely enter and exit 50kph flow of traffic

If you look through the Design and Safety Audit, the very first problem highlighted is that the 'temporary cycle lanes' will result in cyclists having to pop in and out of the main flow of traffic due to parked vehicles. This is even with the Audit making the assumption that cyclists are experienced and confident. Totally ignoring the aim of Pōneke to encourage less confident cyclists.

The flow of traffic along Ngaio Gorge has a speed limit of 50kph. Along Kaiwharawhara Road the 80th percentile speed is OVER this limit. The many light industrial and commercial properties along here also mean a high number of larger trucks and other vehicles with reduced mobility.

Phase 3 has the parking along here removed for a proper protected cycleway.



Suggestion

If the parking must stay then the speed limit MUST be reduced to 30kph. This will have a massive impact on the safety of mixing unprotected road users with general motor vehicle traffic. It will also have a minor impact on large commercial vehicles as the stretch most commonly used by them stops at around the oil tanks.

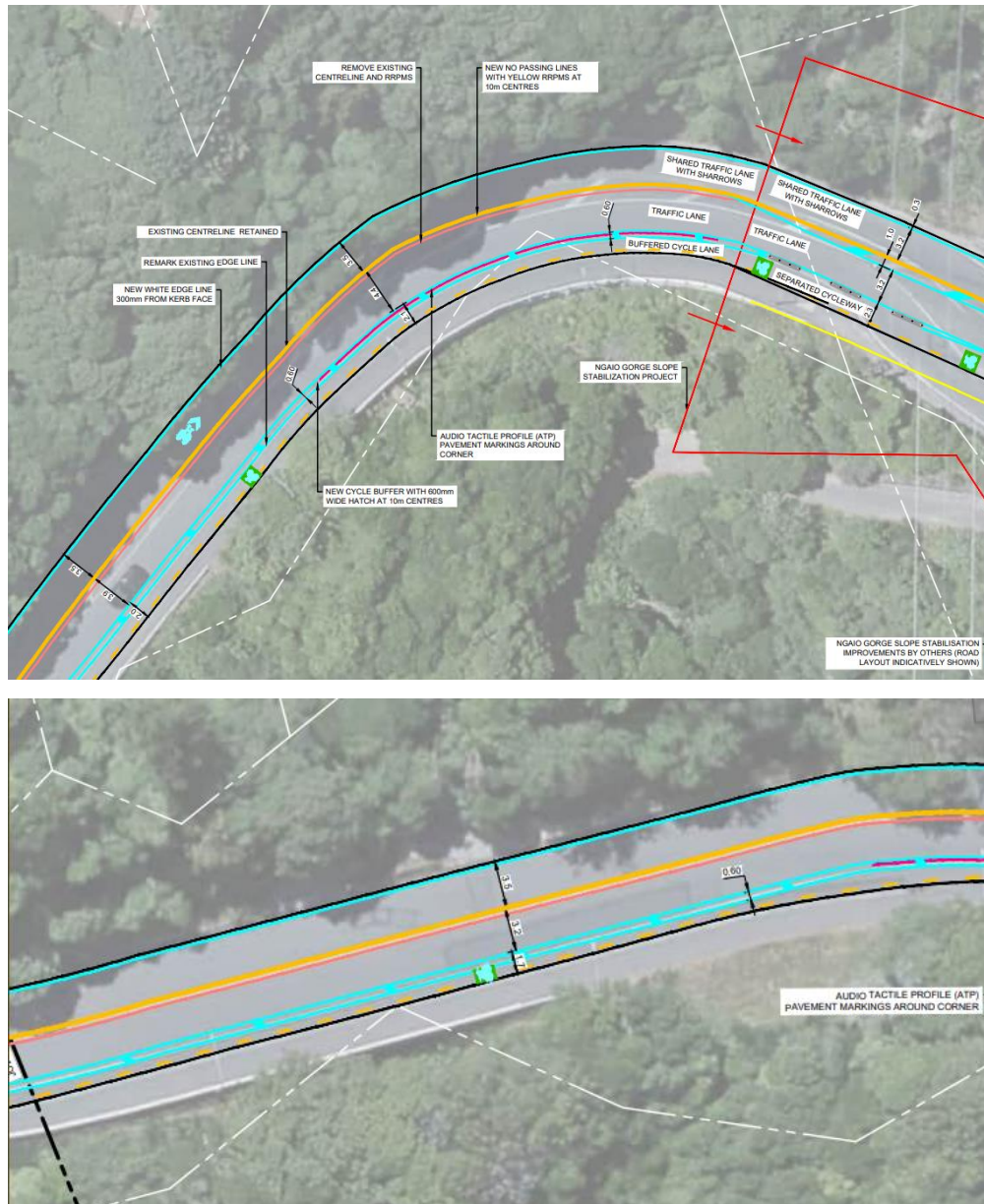
Lower speeds will also create a more pleasant environment for businesses as vehicles are not accelerating hard to get up to 50kph before slamming on the brakes.

Narrow cyclelane with no physical barrier on corner of 50kph traffic lane

This issue was also highlighted by the Design and Safety Audit in section 2.11. Which I will note again is assuming all cyclists using this are confident and experienced.

Removing any physical protection on these tight corners creates a massive danger for unprotected road users. Traffic will cut this corner without care. Drivers will get used to the noise and ignore it. The paint also does nothing to discourage long vehicles from using the corner at speed with a cyclist in the lane.

On top of this the cycle lane is absurdly narrow. For an interim plan that is supposed to encourage uptake of active transport modes, these sections alone will destroy much of that aim. Without a contiguous safe path this will fail to meet its aims.



Suggestion

It's becoming a common theme in this submission but that's because it's fast and cheap to implement. At a minimum the speed limit **MUST** be reduced to 30kph along these sections of road. This will give drivers much more time to take a driving line that avoids crossing into the absurdly narrow cycle lane. It will also reduce the severity of any hit of a cyclist by a motor vehicle.

50kph speed limits on sections of road where cyclists will be required to be in the flow of traffic



In all the downhill sections it is expected that cyclists will somehow always be able to do 50kph. This is unreasonable at best and actively dangerous at worst. Many less confident cyclists will not feel safe going such speeds with little to no protection, and even confident cyclists will have to actively pedal hard to reach such speeds on all but the core section of Ngaio Gorge.

What will, and already does happen, is that drivers will tailgate cyclists and make dangerous overtaking attempts. On top of this the parking will obstruct the view of cars exiting driveways into a narrow roadway.

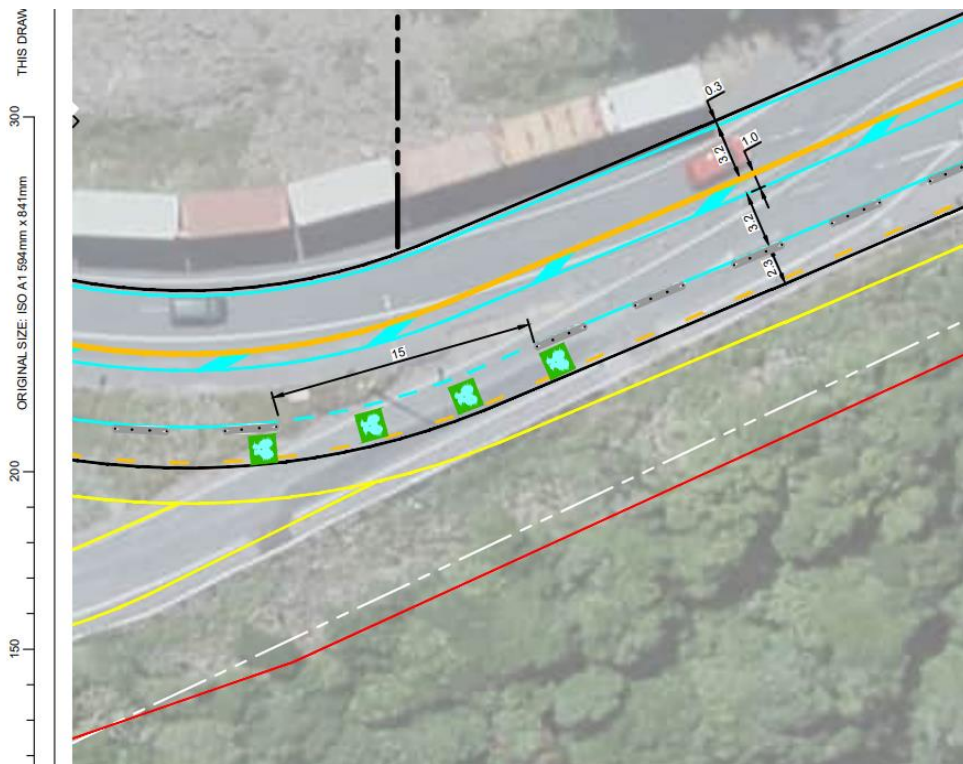
Suggestion

If micromobility users must share the lane with general motor vehicle traffic then the speed limit **MUST** be dropped to 30kph. This will encourage less confident cyclists to try it out, improve the safety of drivers exiting driveways, make cycling more pleasant, and reduce the roadway noise for nearby residential properties from vehicles accelerating hard.

Drivers having no discouragement from taking intersections at high speed

The intersection into the proposed parking for Trelissick park does nothing to discourage drivers from taking it at anything less than 50kph. Micromobility users will be travelling much more slowly due to the uphill at this point. This lower speed will encourage drivers to try and rush to get in ahead.

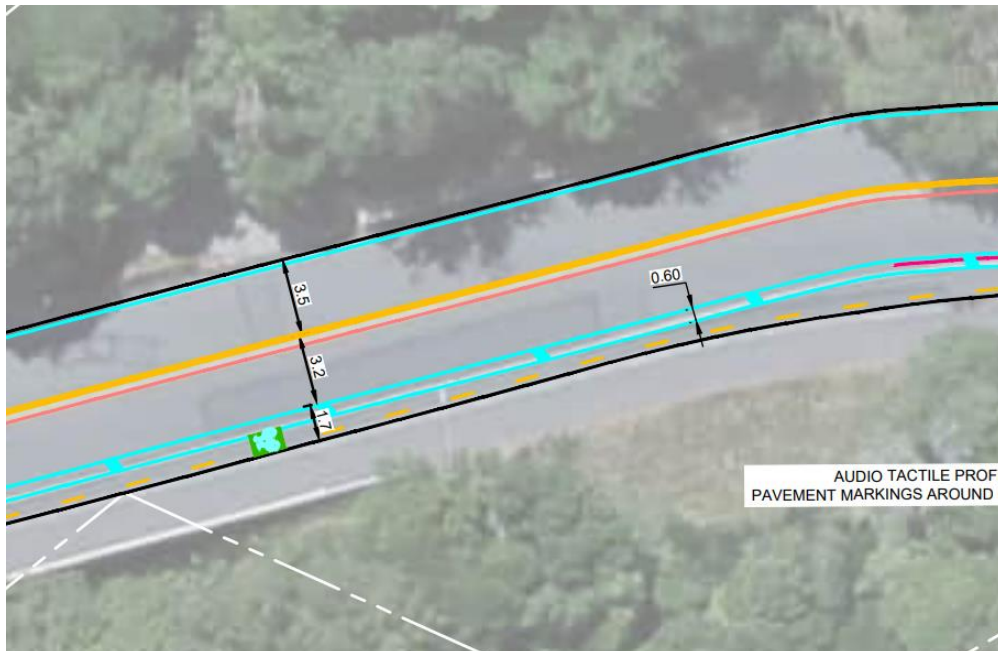
Either the intersection needs to be tightened to discourage highspeed use or traffic speed limits need to be lowered to bring the speeds of other roadway users into line with each other.



Parts of the cycleway are so absurdly narrow as to not exist

Parts of the proposed cycleway are so narrow that it becomes a sick joke that someone thought they would be safe and appropriate. The section proposed below has a nominal value of just 1.1m which seems reasonable at first glance. However that width includes the edge of the road and the gutter. Neither of which are safe for use. The edge of the road where the asphalt meets the gutter has a rough and carrying drop from one surface to the other. And the gutter is steeply angled to the gutter wall compared to the main roadway.

On top of that you will have traffic less than 60cm away zooming by at 50kph.



Suggestion

In cases where the cycleway gets so narrow as to be unsafe I would suggest dropping the speed to 30kph and making it clear that the section of road is for mixed use of motor vehicles and micromobility.

Why does speed keep coming up?

Along the route where changes are proposed, all but one road has traffic flows over 8,000 vehicles per day. Kaiwharawhara Rd has traffic flows of over 12,000. According to the chart in Paneke Pōneke, traffic speeds of 50kph should only have unprotected cycle lanes up to around 3,000 vehicles per day. This is also reflected in the guidance given by Austroads.

The design as proposed does little to meet even the interim aim of Paneke Pōneke to maximise uptake of the network.

Reducing the speed limit to 30kph will have a dramatic impact on the perceived and actual safety for those using active transport modes. The impact to drivers would be minor as they have shown an ability to adapt to lower speeds and traffic signals due to the slope stabilisation work along Ngaio Gorge.

Slower speed limits would also improve the environment for residents through lower road/traffic noise as well as the industrial/commercial businesses through lower noise and improved worker safety.

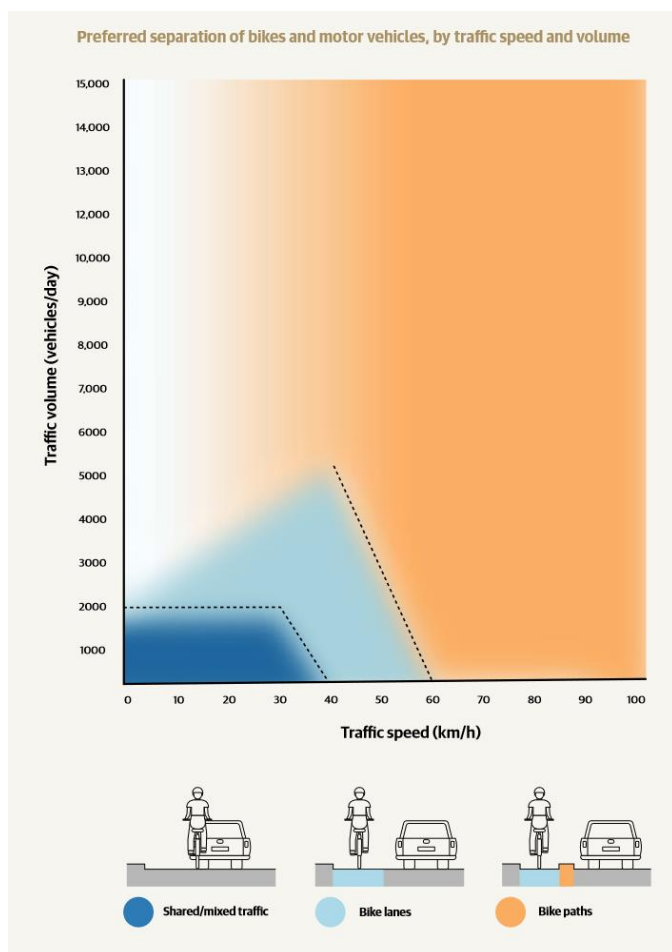
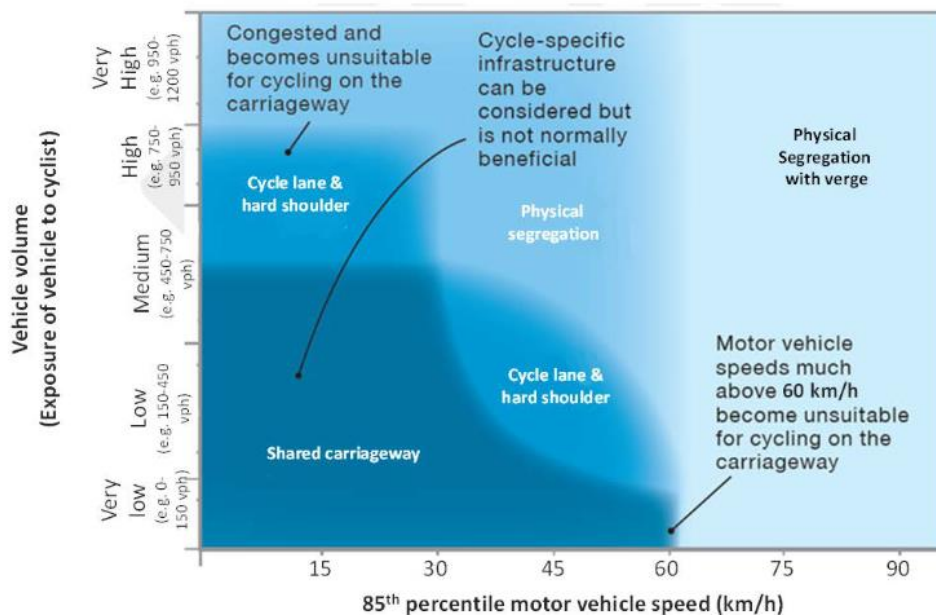


Figure from Paneke Pōneke on the preferred road designs for traffic volume and speeds

Figure 2.2: Guidance on the separation of cyclists and motor vehicles for the preferred bicycle route

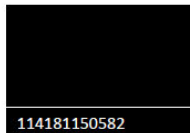


Source: Sustrans (2014).

Figure from Austroads on the design of cycling infrastructure and suggested designs for given mixtures of road speeds and traffic volume

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Michelle Rush	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly support

Why do you think that?

I cycle this route frequently, and sometimes several times a day. Having a marked route for the uphill to Ngaio, and up Kenya to the top of the gorge, along with the protection planned for tight corners will improve both the reality of safety, and the perception, for cyclists - important when we need to encourage more people to take up this transport option for health, climate, environmental and congestion reduction reasons. I strongly support the traffic calming with a raised crossing, and extension of the 30km hour area: these will help make the route more attractive and safe for cyclists and pedestrians. I also hope the initiatives will encourage more Ngaio residents (including young people) to start using bikes for the local trips and not just the commute - appreciating that more work will be needed to make this a reality, e.g. Waikowhai St needs attention, to help less confident cyclists want to ride to the supermarket for instance. I support the staging, so that businesses in Kaiwharawhara can sort out alternatives to on-street parking for their staff.

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly support

Do you have any comments to make about the proposed design?

I strongly support the proposals. Parts of the road are narrow, and having to be on the outside of parked cars makes me uneasy when I am cycling. As a long time resident of Ngaio, and both a

driver and a cyclist, I have noticed increasing use of this part of the gorge road for parking: a lot appears to be for people working in the businesses here. I strongly recommend WCC lobby GWRC to get the Kaiwharawhara train stop re-instituted: this would provide a good alternative to vehicle use for the staff working in the businesses located in Kaiwharawhara (both those coming from the Hutt and those coming from Porirua direction) and help reverse this trend of more and more on-street parking.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly support

Do you have any comments to make about the proposed design?

The Bridle Track has the potential to be a significant cycle route for Khandallah residents - esp given the real space constraints on Onslow Road - I support this as part of enhancing this route as a safe cycle way and also helping 'traffic calm' Cameron

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

This is a really great idea as the pedestrian crossing here will improve bus commuter safety, as well as 'walk to school' safety and having a raised crossing at the beginning of the downhill will significantly slow traffic through this busy area. This will make it significantly safer for cyclists: I have had cars try to overtake me here and it is highly dangerous - I've seen a car try to overtake my husband when he was cycling - ending up across the double yellow lines only having to pull back. The raised crossing here will stop that nonsense to the benefit of cyclists, pedestrians and other drivers.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

This will be a huge safety improvement for cyclists: I have had several scares cycling up Kenya St with drivers overtaking too close, or forcing me to the side passing me when there is a parked car. This also increases the likelihood of more children feeling safer to cycle to and from school. I strongly support the extension of the 30km/h speed limit, as this combined with the cycle way and sharrows, signals that this is a 'multi-use street.' This also reduces the real risk of the Crofton Rd - Abbott St - Kenya intersection, which is a very busy area with pedestrians, drivers and cyclists plus people accessing the businesses here.

What do you think of the timing of the proposed approach?

The timing of the stages is about right

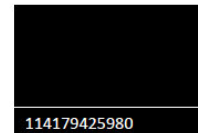
Why do you think that?

I would hope we could use this time to lobby, and get reinstated, the Kaiwharawhara train stop, which will provide an additional and very useful transport option for staff accessing the businesses: it also allows time for those businesses to invest in some sustainable transport

planning, e.g. car pooling, encouraging staff who live closer in to use cycles and if necessary, eg. for their trade vehicles, building additional onsite parking and so on.
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Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Eric Mattlin	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Strongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

If your four goals are below - this is not working! Making it easier for everyone to move around in our growing city. It's not getting easier - it's getting harder. I want to bus around the city but I can't. I go to the gym in Ngaio and live in Karori there are no servers that will get me there. I already find it difficult to get a car park and your changes will mean I'll need to quit the gym. Connecting the places where people want to go I want to go to Ngaio, and you are making no progress on making this easy in any way. Opening up our streets for people of all ages and abilities Unless you want to bike - tough luck! Reducing our emissions from road transport Fix the Buses!!!@!!!!!!!!!!!!!!!!!!!!!!^%\$##\$# I WANT to bus but they are a mess. I would love to know how many people do bus or could bus if we had a system that worked against how many people cycle. If you want to reduce emissions give me an option for public transport! Bikes will not get us there in Wellington - it's hilly and often has bad weather. We need public transport that works. All I see is constantly increased spending on bike lanes and NO improvements to public transport, this from the outside looking in seems based on ideology, not a system that will work or actually get people out of cars. You need to prioritise and we need to invest in public transport. I try to bus

from Karori and normally 2-3 buses will pass me because they are full. People are queueing up (literally) to take public transport and we are being ignored. FIX THIS. Once this is fixed then go nuts with bike lanes.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly oppose

Do you have any comments to make about the proposed design?

This is a waste of money - this road does not need bike lanes. It's hardly ever used - why are you doing this?? Change four angle P60 car parks at the bottom of Cameron Street to two parallel P60 car parks - what's to gain from this other than taking a

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Neutral

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly oppose

Do you have any comments to make about the proposed design?

Buses already struggle with this road - why are making it harder? We need people to bus - this will have the largest impact!

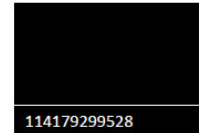
What do you think of the timing of the proposed approach?

Make the proposed changes more slowly

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Mj	SUBURB: Johnsonville	ON BEHALF OF: ngaio school	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Neutral

Why do you think that?

i think this is a good idea only because my sister gose to onzlow so it would be not to waste gas money

Do you support the proposed speed changes on the Ngaio route?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

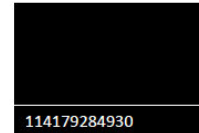
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114179284930

NAME: Danny Redhill	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Ngaio Connection
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Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Have your say on pedestrian and bike improvements in Ngaio

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellingtonians have asked for better transport options, action on climate change and more accessible housing so Wellington City Council is getting on with it. As part of preparing our city for the future, we're planning interim improvements for people walking, riding bikes, and using buses between Ngaio and Hutt Road.

We're seeking your feedback on these proposed street changes until 5pm Monday 21 November.

The proposal aims to make it safer and easier for more people to walk and ride and deliver more efficient and reliable bus trips. These changes will enable more people to get around in zero or low-carbon ways, support growing neighbourhoods, and free up space for people who really need to drive. If approved, the changes will be installed using materials that can be adapted as needed. We've developed the designs based on technical advice and consultation with the community.

We want your feedback to see if there are any improvements that can be made before we make these changes.

You can view the full project details for Ngaio Connection at transportprojects.org.nz/ngaio

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you can attach any relevant photos, sketches, or documents if you wish. Feel free to skip questions. You don't have to answer them all.

You can contact us at ngaioconnections@wcc.govt.nz if you have any questions or you can visit a Ngaio drop-in session if you need help filling out a submission.

Ngaio Connection

The Ngaio Connection project will make it safer and easier for more people to walk, bike, and bus into the city via Hutt Road from Ngaio, Crofton Downs, Khandallah and Johnsonville.

The street changes planned for this route include:

- Better access to bus stops
- New raised pedestrian crossings
- Uphill bike lanes (one-way)
- Sharrow road markings going downhill
- Safer speeds around Ngaio Village and on Cameron Street
- Some parking removal and parking changes along the route and on side streets, with a staged approach through the business areas on Kaiwharawhara Road.

- Install a clearway from Hutt Road to 25 Kaiwharawhara Road between 4pm-7pm, seven days in 2023
- Install a bike lane on the southern side in the uphill direction
- Install four P30 car parks and a P10 30-metre loading zone with a clearway from 4pm-7pm seven days, outside 53-57 Kaiwharawhara Road
- Install a bike lane and broken yellow lines for the remainder of the southern side to the slip stabilisation work, where 480 metres of bike lane is being built as part of the Ngaio Gorge slip stabilisation work due for completion December 2022.

Changes proposed for the Kaiwharawhara Road section

We are proposing changes to the road layout along Kaiwharawhara Road to:

- Install a new pedestrian crossing outside 24-28 Kaiwharawhara Road

We are proposing a staged approach to changes on Kaiwharawhara Road to increase the safety benefits to people on bikes while continuing to give businesses time to adapt to the changes.

- In January/February 2024, we propose to extend the clearway times along this stretch from 4pm-7pm to 2pm-9pm
- In January/February 2025, we propose to install full-time bike lanes on the two sections of clearway outlined above.

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

See attached. IT'S AN ABSOLUTE DISASTER TO ALL BUSINESSES ALONG THIS ROUTE & TOO ALL THEIR STAFF & CLIENTS. ALL FOR NEXT TO NO CYCLIST USING THE BIKE LANE BETWEEN 7AM - 4:30PM MON-FRI.

Changes proposed for the Ngaio Gorge Road section

We are proposing to change the road layout along Ngaio Gorge Road to:

- Install an uphill bike lane with broken yellow lines up to the intersection with Trellick Crescent at Kenya Street
- Paint sharrow in the downhill direction
- Install a raised pedestrian crossing between 5-7 Ngaio Gorge Road.

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

WHY DON'T YOU JUST USE THE EXISTING BIKE
LANE ON THE OPPOSITE SIDE OF THE ROAD WHICH
IS A CLEARWAY 7-9 AM TO ALSO BE A CLEARWAY
4-7 PM. THEN IT WON'T COST US RATEPAYERS
A CENT?

Changes proposed for the Kenya Street and Crofton Road section

On Kenya Street and Crofton Road, we are proposing to change the road layout to:

- Install a bike lane in the uphill direction from Waikowhai Street roundabout to Crofton Road and along Kenya Street
- Remove 59 unrestricted car parks on Kenya Street, taking occupancy from 41% to 87%
- Remove one P30 car park by 2 Kenya Street
- Install one P10 car park by 6 Kenya Street
- Remove four unrestricted car parks outside 54-58 Kenya Street and installing broken yellow lines to improve access to the bus stop for buses
- Extend the 30km/h speed limit in the Ngaio Village from 11 Ottawa Road to 6 Kenya Street
- Raise the existing pedestrian crossing on Crofton Road to improve safety.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Changes proposed for the Cameron Street section

On Cameron Street, we're proposing changes to the road layout to:

- Connecting to the Bridle path, install a cycle shoulder in the uphill direction and a shared bike and vehicle lane downhill
- Change four unrestricted car parks to four P60s outside 6 Cameron Street
- Change seven unrestricted car parks to six P120s outside 8-14 Cameron Street
- Change 39 unrestricted car parks to 39 P24hr car parks outside 16-60 Cameron Street
- Change four angle P60 car parks at the bottom of Cameron Street to two parallel P60 car parks
- Install no stopping restrictions (broken yellow lines):
 - around corner of Cameron Street into Sargeson Way
 - around corner of Sargeson Way into Marsh Way
 - around corner of Marsh Way into Cameron Street
 - on both sides of narrow section of Cameron Street from 60 Cameron Street to Brasch Way.
- Reduce speed on Cameron Street from 50km/h to 30km/h.

Do you support the proposed changes on this section on Cameron Street
(between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Staged approach for Ngalo Connection

To help businesses in the Kaiwharawhara area adapt to the change, we are proposing a staged approach to parking changes in this area over two years.

Most of the proposed changes for the route will be installed in stage 1. We would install most of the proposed uphill bike lanes, greatly increasing safe separation for people on bikes and making it easier for people driving along the route. Work to improve sight lines will improve safety for people driving and those riding bikes.

Reducing speeds and installing raised pedestrian crossings will help make things safer for all road users, especially people walking to and from bus stops, providing better transport options for local residents and visitors.

Two sections of the uphill bike lane planned for Kaiwharawhara Road will happen in stages 2 and 3, using clearways over the first two years to help manage the removal of car parking.

Stage one - 2023

- Clearway operating from 4pm-7pm, parking available at all other times.

Stage two - 2024

- Clearway operating from 2pm-9pm, parking available at all other times.

Stage three - 2025

- Uphill bike lane fully installed and in use, with the remainder of the car parking on the south side of Kaiwharawhara Road removed.

What do you think of the timing of the proposed approach?

☐ Make the proposed changes more quickly

☐ The timing of the stages is about right

☒ Make the proposed changes more slowly

☐ Don't know

Why do you think that?

See attached.

BECAUSE NO ONE WILL USE IT OVER THOSE TIMES. THIS AREA IS ZONED COMMERCIAL NOT RESIDENTIAL. WE HAVE MOVED HERE TO GET AWAY FROM CBD & RESIDENTIAL TRAFFIC ONLY FOR COUNCIL TO MESS IT ALL UP.

I WANT IT NOTED THAT THERE ARE 11 COMMERCIAL DRIVEWAYS BETWEEN NO 1 & NO 59 KAIWHARAWHARA RD BEING USED EVERY DAY ALL DAY BY CLIENTS, STAFF & DELIVERY OF GOODS. GOODS DELIVERIES ARE IN BIG TRUCKS. THIS CYCLE LANE IS A HEALTH & SAFETY DISASTER & IT'S NOT A MATTER OF IF BUT WHEN THERE WILL BE A MAJOR FATALITY. ONCE CYCLISTS GET INTO THESE CYCLE LANE'S THEY THINK THEY ARE BULLET PROOF & ALL TRAFFIC ARE GOING TO STOP FOR THEM. THEY SWITCH OFF HEAD DOWN & ASIDE. IF THERE IS A FATALITY THEN I HOLD THE COUNCIL FULLY RESPONSIBLE FOR IT.

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Why do you think that?

BECAUSE YOU ARE NOW RUINING PEOPLE'S BUSINESSES
& LIVELY HOODS WITH ZERO CARE, THE COUNCIL
HAVEN'T EVEN DONE A R&D ON HOW MANY BIKES
GO UP TO NGAIO BETWEEN 7AM & 4PM. I CAN
TELL YOU THAT YOU ARE LUCKY TO SEE 4 BIKES
A DAY!

Do you support the proposed speed changes on the Ngaio Connection route?

The existing 30km/h zone on Ottawa Road will be extended 320m to Ngaio roundabout and up Crofton Road. The speed limit on Cameron Street would be reduced from 50km/h to 30km/h. This is a separate decision from the other proposed changes, and the final decision is made by Waka Kotahi NZ Transport Agency as per the Setting of Speed Limits Rule 2022. We're consulting on both the road and speed change decisions at the same time, as the changes would be delivered together to achieve the best outcome for the community.

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Why do you think that?

See attached. NO ONE WILL TAKE A BLIND BIT OF
DIFFERENCE TO THIS. ANOTHER WASTE OF MONEY.

Your relationship with the area	
What is your main relationship to the area? Please tick one:	
<input checked="" type="checkbox"/>	I live in the area
<input type="checkbox"/>	I work in the area
<input checked="" type="checkbox"/>	I own or manage a business in the area
<input type="checkbox"/>	I go to school or education in area
<input type="checkbox"/>	I visit the area (e.g. to see friends or businesses)
<input type="checkbox"/>	I do recreational activities in the area (e.g. running, walking etc.)
<input type="checkbox"/>	I drop my kids at childcare, school or education in the area
<input type="checkbox"/>	I travel through the area
<input type="checkbox"/>	I live in Wellington
<input type="checkbox"/>	I don't have a relationship to the area
How do you normally travel along the Ngaio route? Please tick one: <small>We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.</small>	
<input checked="" type="checkbox"/>	Car/Van
<input type="checkbox"/>	Commercial vehicle (e.g. van or truck)
<input type="checkbox"/>	Bicycle
<input type="checkbox"/>	Walk/run
<input type="checkbox"/>	Bus
<input type="checkbox"/>	Motorcycle or motor scooter
<input type="checkbox"/>	E-scooter, skateboard etc
<input type="checkbox"/>	Wheelchair or mobility scooter
City goals and network questions	
How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?	
<input type="checkbox"/>	Very Important
<input type="checkbox"/>	Important
<input type="checkbox"/>	Moderate importance
<input type="checkbox"/>	Low importance
<input checked="" type="checkbox"/>	Not important
<input type="checkbox"/>	Don't know
Would you like to speak to Councillors in support of your submission?	
This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. We are planning the hearing or forum for 1 December, if you select 'yes', one of our team will be in touch to confirm.	
<input type="checkbox"/>	No
<input checked="" type="checkbox"/>	Yes
If yes, please provide your contact number: [REDACTED]	
Are you providing feedback as <input checked="" type="checkbox"/> An individual <input type="checkbox"/> On behalf of an organisation <input type="checkbox"/> On behalf of a primary or secondary school	
Name of organisation	
Name of school	

Your details

Why do we collect information about you?

Personal information is used for the administration of the feedback process including informing you of the outcome of this work. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

Your responses will help us better understand who is engaging with this project.

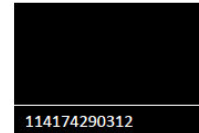
You can view our privacy statement at transportprojects.org.nz/about/privacy

Your name and contact details

Name **DANNY REDHILL**

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Darren Young	SUBURB: Vogeltown	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Neutral

Why do you think that?

I think that the safety audit team are right you should do all the changes in one stage otherwise the uptake wont be maximised. Also you need cycle counters at the relevant points along this route to see what affect the changes have made on uptake in cycling.

Do you support the proposed speed changes on the Ngaio route?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

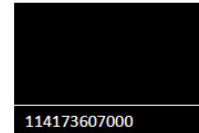
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Lisa Julian	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Ngaio Connection
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Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?
I strongly support any move to make our roads safer for pedestrians and cyclists. I had to give up cycling to work after three road accidents. I am desperate to commute on my bike safely for my physical and mental health and to support a reduction in carbon emissions.

Do you support the proposed speed changes on the Ngaio route?
Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

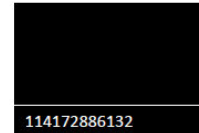
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114172886132

NAME: Hamish Brookie	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

You fail to understand that your community needs a transport system that works, where is the integration with bus services. You people are in Lala land if you believe these communities will not require car access. If the city wants to destroy peoples business's and investments and access to there homes. This is a disgrace!!!

Do you support the proposed speed changes on the Ngaio route?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

You are proposing to destroy these businesses and devalue the investments have made in the commercial premises. What is the economic impact on these property's.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly oppose

Do you have any comments to make about the proposed design?

What is the economic impact on the owners of these properties. What is the economic benefit of these changes.

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly oppose

Do you have any comments to make about the proposed design?

This is a main road link into Ngaio. Council should widen road to allow for two way traffic, parking a cycle track and a foot path.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly oppose

Do you have any comments to make about the proposed design?

Widen the roadway to provide for two way traffic, a cycle lane and pedestrian foot path. Organise smaller buses

What do you think of the timing of the proposed approach?

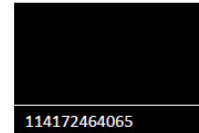
Make the proposed changes more slowly

Why do you think that?

This question is loaded it assumes your changes are a given which they are not. The scheme is wrong

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114172464065

NAME: Sandra and Mark Tilsley	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

The design has removed car parks required for businesses to operate. Businesses have chosen this location outside of the CBD for reasons and one of which is that it provides access and parking for customers, staff and suits business operations such as truck access, courier drop offs, large product item pick ups etc. It does not have suitable public transport provisions for staff. Planners and designers could have utilised the entire width better and come up with a design that maintained car parking while adding in a cycleway. This is a disappointing design that will impact a valued business district in Wellington. It fails to address the impact on businesses, jobs, staff, and the business community.

Do you support the proposed speed changes on the Ngaio route?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

Clearway should remain at 4pm permanently and not go to 2pm then fully clearway. The loading zone should remain permanently outside Capital auto electrics and Hanging around. Our business is Capital auto electrics and the loading zone until 4pm is workable. However, the loading zone from 2pm will mean delivery trucks and car tow trucks that drop cars off will just clog up the road as they will just park on the road regardless and tow trucks dropping off vehicles will cause

traffic backlog and safety issues for cyclists. If there is no where for delivery vehicles to park ie couriers, parts trucks, tow trucks, then they will just stop on the road if they have nowhere else to go. The roading design should continue to provide loading zones for business operations to be maintained. The design and plan of this route has overlooked businesses and the impact it will have. It is greatly disappointing that designers and planners have failed to utilise the overall width of the the road where they could easily have maintained car parks while adding in a cycleway.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Neutral

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Neutral

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Neutral

Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

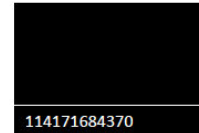
Make the proposed changes more slowly

Why do you think that?

Clearway from 4pm should not be altered to an earlier time let alone so quickly. Clearway from 4pm is workable and manageable for business continuity. However, a 2pm clearway is potentially damaging to business operations. The speed of the changes do not allow enough time for businesses to adapt or relocate.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Patrick Morgan	SUBURB: Te Aro	ON BEHALF OF: CAN	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly support

Why do you think that?

I support these plans to achieve Wellington's mode shift, safety, and climate goals. The election demonstrated strong public support. Please get on with it without the staged approach.

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly support

Do you have any comments to make about the proposed design?

I recommend WCC avoid the staged approach, as it delays the benefits, and undermines the transitional approach. I support protected uphill bike lanes. I would prefer protected lanes on both sides of Kaiwharawhara Rd, to maximise the benefits and achieve mode shift and safety goals. Retaining parking contradicts WCC's parking policy.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly support

Do you have any comments to make about the proposed design?

I prefer protected bike lanes to maximise the benefits. Paint is not protection.

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

I prefer protected bike lanes, to maximise the benefits and achieve the project goals.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

I prefer protected bike lanes, to maximise the benefits. Painted bike lanes do not achieve the project goals of mode shift or safety.

What do you think of the timing of the proposed approach?

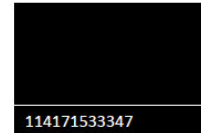
Make the proposed changes more quickly

Why do you think that?

A staged approach is not necessary. It delays the benefits and contradicts the transitional approach. Do more, sooner, to make best use of the electoral mandate from the recent election. Delays just make the job harder and harder.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Kate W	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Ngaio Connection
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Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?
This will make cycle commuting, walking and travel by bus much safer and more attractive for northern suburbs residents. Thanks.

Do you support the proposed speed changes on the Ngaio route?
Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

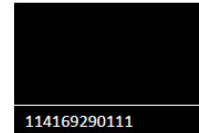
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Richard	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

Please see attached supporting document. In brief:

- I fully support a new pedestrian crossing at Kenya Road.
- I support a cycleway on Ngaio Gorge Road, Kenya Road and Stage 1 of the cycleway on Kaiwharawhara Road, but with changes. I will give my full support if the following amendments are made. These include:
 - Amend the staging of Kaiwharawhara Road by removing Stage 2 and making changes to Stage 1.
 - Council to work with land owners and/or purchase land in the Kaiwharawhara Road area to build more off street parking and loading zones if/before Stage 3 is done.
 - No dividers separating the cycleway and the rest of the road as it reduces the cycleway to a "single track" and creates additional hazards for cyclists.
 - No speed bumps on Ngaio Gorge Road and Crofton Road. The pedestrian crossings to be/remain a standard pedestrian crossing.
 - Changes to the end of the cycleway at Ngaio Gorge Road where they merge with vehicles.
 - Cycleway not required on Crofton Road as it will be a 30 kph zone.

Cycleway not required on Cameron Street. I currently use or have used public transport, car, bicycle and run in the area. I park in the area to then cycle into the CBD. Taking away parking in the area means I will be unable to do that and would rather park in town instead. The changes must not have a detrimental impact on businesses in the area and must support people who do the right thing and use public transport or cycling for a portion of their trip rather than the whole trip e.g. those who drive for a portion then take public transport, bike or walk for the other portion of their trip.

Do you support the proposed speed changes on the Ngaio route?

Oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Strongly oppose
Do you have any comments to make about the proposed design?
Please see attached supporting document. In brief: <ul style="list-style-type: none"> I fully support a new pedestrian crossing at Kenya Road. I support a cycleway on Ngaio Gorge Road, Kenya Road and Stage 1 of the cycleway on Kaiwharawhara Road, but not as per proposed. I will give my full support if the following amendments are made. These include: <ul style="list-style-type: none"> Amend the staging of Kaiwharawhara Road by removing Stage 2 and making changes to Stage 1. Council to work with land owners and/or purchase land in the Kaiwharawhara Road area to build more off street parking and loading zones if/before Stage 3 is done. No dividers separating the cycleway and the rest of the road as it reduces the cycleway to a "single track" and creates additional hazards for cyclists. No speed bumps on Ngaio Gorge Road and Crofton Road. The pedestrian crossings to be/remain a standard pedestrian crossing. Changes to the end of the cycleways at Ngaio Gorge Road where they merge with vehicles. Cycleway not required on Crofton Road as it will be a 30 kph zone. Cycleway not required on Cameron Street. I currently use or have used public transport, car, bicycle and run in the area. I park in the area to then cycle into the CBD. Taking away parking in the area means I will be unable to do that and would rather park in town instead. The changes must not have a detrimental impact on businesses in the area and must support people who do the right thing and use public transport or cycling for a portion of their trip rather than the whole trip e.g. those who drive for a portion then take public transport, bike or walk for the other portion of their trip.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Strongly oppose
Do you have any comments to make about the proposed design?
Please see comments made in previous section and in supporting document

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Neutral
Do you have any comments to make about the proposed design?
I support the new pedestrian crossing. I oppose raising it and the two additional speed bumps before and after it. Please see comments made in earlier pages and supporting document

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Neutral
Do you have any comments to make about the proposed design?
Please see comments made in supporting document

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?

Support stage 1 but with clearway starting at 3:30pm. Oppose stage 2 as it is petty and won't benefit the majority of cyclists. Support stage 3 however timing should be conditional on WCC working with businesses and land owners to provide more off street car parking and loading zones. This may include WCC buying sites to use for car parking. Please see supporting document for more details.

Submission for Traffic Resolution TR180-22.

I oppose the changes as currently proposed in Traffic Resolution TR180-22.

- I fully support a new pedestrian crossing at Kenya Road.
- I support a cycleway on Ngaio Gorge Road, Kenya Road and Stage 1 of the cycleway on Kaiwharawhara Road, but not as proposed.

I will give my full support if the following amendments are made. These include:

- Amend the staging of Kaiwharawhara Road by removing Stage 2 and making changes to Stage 1.
- Council to work with land owners and/or purchase land in the Kaiwharawhara Road area to build more off street parking and loading zones if/before Stage 3 is done.
- No dividers separating the cycleway and the rest of the road as it reduces the cycleway to a “single track” and creates additional hazards for cyclists.
- No speed bumps on Ngaio Gorge Road and Crofton Road. The pedestrian crossings to be/remain a standard pedestrian crossing.
- Changes to the end of the cycleway at Ngaio Gorge Road where it merge with vehicles.
- Cycleway not required on Crofton Road as it will be a 30 kph zone.
- Cycleway not required on Cameron Street.

I also suggest the building a right turn lane from Ngaio Gorge Road to Perth Street through minor road widening.

An explanation of each of the points is below.

Amend the staging of Kaiwharawhara Road by removing Stage 2 and making changes to Stage 1.

Council to work with land owners and/or purchase land in the Kaiwharawhara Road area to build more off street parking and loading zones before Stage 3 is done.

- As shown in the parking demand document, the demand for car parking will exceed the supply of car parking in the area if the cycleway is to go ahead. Given it was done while New Zealand was in the Orange traffic light setting, parking demand is understated compared to what it currently is now. For instance, Cameron Street parking is at over 90% occupancy at around 7am-7:30am on the days I used this street.
- One thing I plan to do far more often because of a return to the office is to park in the Kaiwharawhara Road/Cameron Road area and ride into work as the distance and topography from here is short enough ride (and not too hilly) so that I do not require the use of end of trip facilities. If I cannot find a space to park here, I will likely drive all the way into the CBD instead rather than spend time using end of trip facilities. It is increasingly likely more people will do what I do given the cycleway improvements on Thorndon Quay, the extreme lack of reliability in our public transport system, the rapidly increasing cost of living, and the price of car parking in the CBD.
- As demand for car parking exceeds what will be available once the cycleway goes in, council must work with land and site owners in the area to provide more off street parking and/or

buy land to build more off street parking. This is the only equitable way to compensate residents and business operators in the area for any loss of trade arising from the cycleway.

- In my view Stage 1 of Kaiwharawhara Road should be a clearway from 3:30pm to 7pm. This is 30 minutes longer than what is proposed and would benefit a number of cyclists who ride between 3:30pm and 4pm.
- In my view, stage 2 should be canned. This is a petty stage in my view as there is a fairly reasonable number of people who would need to use the on street parking and proposed loading zone from 2pm to 3:30pm. The number of cyclists who may benefit in the 2pm to 3:30pm and 7pm to 9pm period is likely to be minimal.
- In my view, stage 3 should not proceed until council has worked with land owners and/or purchase land in the Kaiwharawhara Road area to provide more off street parking.
- As stage 3 removes all parking and loading zones in the Ngaio bound direction, I'd imagine it would be extremely challenging to deliver goods to businesses there that do not have off street parking. That would really suck for them and council must work constructively to deliver an equitable outcome for businesses there who do not have off street parking.
- I cannot in good faith support a proposal that would have a deleterious impact on business and those who live in the area even if it would benefit myself. I would hate to see businesses close down, leaving behind vacant storefronts because of a cycleway, as unfortunately proven on Riddiford Street in Newtown.

No dividers separating the cycleway and the rest of the road as it reduces the cycleway to a "single track" and creates additional hazards for cyclists.

- Rather than using dividers, the cycleway should be painted with thermo-plastic audio feedback lines given relatively low speed (50kph) environment. The thermo-plastic audio feedback lines aren't used in Wellington, but are used effectively in the Kapiti Coast on both the Kapiti Expressway (whole length) and on the old SH1 between Lindale and Otaihangā roundabout. These provide a noise for drivers to move back into the correct lane without being as loud as a rumble strip.
- While I acknowledge some people on bikes "feel" safer with dividers, I don't believe dividers are a good idea because for the reasons below.
 - Dividers means faster cyclists (especially those on e-bikes) cannot overtake slower cyclists. They will get frustrated leading to unsafe overtaking manoeuvres. I'd hate to be clipped by someone on an e-bike doing a dodgy passing manoeuvres going faster than myself.
 - Dividers create an additional safety issue. If I make a mistake (or if someone is very wobbly) and veer into the divider, I will likely fall off my bike, and land on the road. Whereas if it was a painted line between the road and cycleway, I'd still be on my bike (and maybe get beeped at by a vehicle).
 - Should a pedestrian walk in front of a bicycle, I would have no option but to hit them or brake very suddenly, increasing the risk I lose control of my bike. A painted line would mean I have more options to manoeuvre.
 - Dividers means if a vehicle blocks the cycleway at a driveway or intersection, I would have to stop and wait for them as they have blocked the cycleway. If it was just paint, I can manoeuvre around them.
 - Should there be debris, rocks or glass in a cycleway separated by dividers, I would have no option but to dismount and go on the footpath or the road (where there is

- no footpath) whereas if it was a painted line, I would be able to get around the debris, rocks or glass quite easily.
- Having dividers means the cycleway is more likely to fill up with debris, glass and rocks because if it was a painted line, the few vehicles or trucks that veer into the cycleway grinds down the debris so it is less of a hazard or less likely to cause a puncture.
 - Having dividers means I am unable to ride 2 abreast. If it was a painted line, I can do that and move into the cycleway when I see a vehicle behind me.
 - Dividers may benefit on higher speed roads or roads with a large volume of heavy trucks –e.g. SH2. But on a standard 50kph urban road, I feel any perceived safety benefits are less than the issues caused by them. A standard 1.5m wide painted cycle way would be quite comfortable here. A thermo-plastic audio line separating the cycleway and the road would make it better than that.
- A cycleway with dividers makes no sense in stage 1 or 2 on Kaiwharawhara Road because it goes for 50m or so and then stops. A 50m cycleway, lets be honest, is pretty useless. Painted lines here is sufficient and allows for cyclists to ride on the line if they feel comfortable not having to duck in and out of the line of parked cars when the clearway is not operational.

No speed bumps on Ngaio Gorge Road and Crofton Road. The pedestrian crossings to be/remain a standard pedestrian crossing.

- I oppose the addition of new speed bumps and raising the crossings on the route. This will have a negative impact on bus passengers (especially standing passengers).
- It would also make it more difficult to turn in and out of side roads. Currently traffic bunches up and there are gaps between every bunch of cars. With the new speed bumps and raised crossing (essentially another speed bump) this will cause cars to unbunch, reducing the number of suitable gaps in the traffic to turn and in and out of side streets. Suppose there are 700 cars in one hour travelling in one direction. Without the speed bumps they may follow 2-3 seconds behind one another, which means there are gaps between each bunch of vehicles. However with 25 kph speed bumps and the braking at every speed bump, each bunch will unbunch and travel with a 5 second gap for example. This means there are far fewer suitable gaps for turning traffic.
- I also oppose it because this should not be a precedent to install speed bumps before and after every pedestrian crossing and having the pedestrian crossing raised too. For example, the route between Johnsonville (Alex Moore Park) to Crofton Downs (Chartwell Drive) has 10 pedestrian crossings. If speed bumps before and after were constructed and the pedestrian crossing raised, that would mean 10 raised crossings and 20 speed bumps. Given the braking and acceleration required for every speed bump and raised crossing, this would massively increase carbon emissions given the braking, acceleration, braking, acceleration, braking and acceleration at those crossings.

Changes to the end of the cycleway at Ngaio Gorge Road where it merge with vehicles.

- The merge between the cycleway and the roads needs to be better than what is shown. In Ngaio Gorge Road going citybound, ending the cycleway on a speed bump seem to make no sense. Surely merging in the area between where the speed bump is and the pedestrian crossing makes more sense.

No cycleway on Crofton Road as it will be a 30 kph zone.

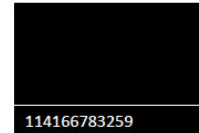
- A city bound cycleway is not required for the 30kph zone on Crofton Road. A 30kph zone is plenty safe for all to share and contributes towards compliance of the 30kph limit as people on bikes should take the lane. A cycleway here takes away carparks that are used by Ngaio and Crofton Downs residents as an “overflow” park and ride for the bus and train. There is insufficient park and ride parking for both stations. Crofton Downs Station park and ride is full by 7:30am and Ngaio not long after that pre 2022. Therefore bus/train commuters who need or prefer to use cars to get to the station/stop after say 8am need to park on street. Taking away the parking on Crofton Road will mean those people will probably drive all the way to their destinations instead, leading to higher carbon emissions, not lower. What I suggest for Crofton Road is either:
 1. Leave the road layout as per status quo or
 2. Have citybound parking here but with a 7-8:30am Monday to Friday clearway so it can be used as a wider lane during clearway hours and parking being allowed from 8:30am onwards.

Cycleway not required on Cameron Street.

- Cameron Street is a low volume quiet street. Therefore a cycleway here is not needed.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Adam Lewis	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly support

Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly support

Do you have any comments to make about the proposed design?

The present route is dangerous and needs to be changed. Cars travel too fast and do not give consideration to cyclists. The roads are too narrow to allow cyclists and cars to travel uphill when there are also parked cars to navigate. Too many very close calls when cars overtake on blind corners up Kenya St.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Don't know

Do you have any comments to make about the proposed design?

Don't travel this way but would still support in principle

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

A lot of pedestrians try to cross the road here after leaving the bus at the corner with Perth St. The only consideration will be traffic travelling to fast up Kenya St and around the corner on to Ngaio Gorge Rd, then having to slam on brakes if there was someone using the crossing and cars were stopped.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

With cars parked on the up hill side of the road, it makes it very dangerous for cyclists. Cyclists have to go around a car to get uphill. There is always the worry about being "doored" so a wider berth is required. Cars coming downhill at speed create a choke point around parked cars. Cars heading into town in the morning accelerate to get past without regard to whether there might be a car coming around the corner. I've had some narrow misses.

What do you think of the timing of the proposed approach?

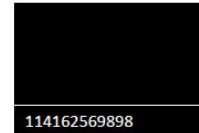
Make the proposed changes more quickly

Why do you think that?

The removeable option mitigates inconvenience. There is more than enough parking around the area.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Lorraine Phillips	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Neutral

Why do you think that?

Suggestion: Several car parks (six?) on the northern side of Kaiwharawhara Road, outside NZ Post building, be allocated 120 minutes. This would be useful for people with an appointment in the city. They can drive and park there, and walk to the bus stop on the Hutt Road, where there is a frequent bus service to and from the city. Currently, there is not a problem parking here for an hour or two, but with the removal of car parks on the southern side of Kaiwharawhara Road, I suspect there will be an extreme shortage of car parks for medium term parking, making it extremely difficult to drive and then bus into the city from Ngaio.

Do you support the proposed speed changes on the Ngaio route?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

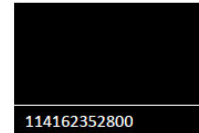
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114162352800

NAME: Pat	SUBURB: Churton Park	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Oppose

Why do you think that?

Local retail businesses will lose the ability to trade without parking

Do you support the proposed speed changes on the Ngaio route?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?

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Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

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Do you have any comments to make about the proposed design?

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What do you think of the timing of the proposed approach?

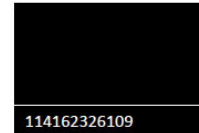
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Why do you think that?

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Aro Valley and Ngaio connections proposals – November 2022

Feedback



114162326109

NAME: Lorraine Joslin	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

As a cyclist a green line will not make me safer, slowing the traffic and encouraging pedestrians from drivers makes more sense. Slowing the traffic would in Kenya street would make everyone safer.

Do you support the proposed speed changes on the Ngaio route?

Strongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

Business need the parking to trade. The road is wide enough to share.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly oppose

Do you have any comments to make about the proposed design?

We should encourage cyclists to use the ngaio gorge not the bridel track. Electric bikes going up the track at speed are dangerous to pedestrians walking the track.

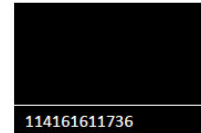
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Strongly oppose
Do you have any comments to make about the proposed design?
The road is too narrow for a designated bike lane. The speed should be reduced and the road can be shared

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Strongly oppose
Do you have any comments to make about the proposed design?
The road is too narrow for designated bike lane, reduce the speed limit and share the road. Business need the parking spaces to trade.

What do you think of the timing of the proposed approach?
Make the proposed changes more slowly
Why do you think that?
Dont agree with these changes.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Ryan abrey	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important

Which route proposal/s would you like to have your say on?	Ngaio Connection
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Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Strongly support
Why do you think that?
It's ok

Do you support the proposed speed changes on the Ngaio route?
Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Strongly support
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Neutral
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Strongly support

Do you have any comments to make about the proposed design?

I have been running up or down kaiwharawhara road nearly every other day since we moved to ngaio and this will make my commute much more pleasant and safer.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

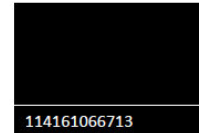
What do you think of the timing of the proposed approach?

Make the proposed changes more quickly

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Alyson Howell	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Oppose

Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

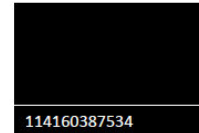
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Matthew Eden	SUBURB: Khandallah	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

This is the main road for all the northern residents Kenya resident's will car park's where are they going to park, older residents live here, think about them. cycle lane's work at in the morning and in afternoon the rest of the day they don't Get the rest of the world to stop polluting we are a drop in the bucket

Do you support the proposed speed changes on the Ngaio route?

Strongly oppose

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

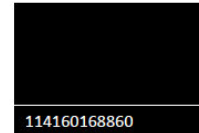
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Nicholas Gibb	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Strongly support

Why do you think that?

I've witnessed numerous incidents where cyclists have been hit by drivers along this route. These changes are long overdue. It's not acceptable that people have to risk their life because they choose not to drive.

Do you support the proposed speed changes on the Ngaio route?

Strongly support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly support

Do you have any comments to make about the proposed design?

I often walk, run and drive through that area and it's currently a terrible experience for all those activities. The road is however, very wide and offers plenty of opportunity for conversion into a cycle lane. Having somewhere to safely cross would also be a great improvement.

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly support

Do you have any comments to make about the proposed design?

That's a blind corner that's no good for safely parking on anyway. It makes sense to turn it into a cycleway.

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Strongly support

Do you have any comments to make about the proposed design?

That short section of road is a nightmare at the moment. It would be great to make it safer for all users. I wonder if the speed limit should be lowered and speed bumps put in to slow drivers coming around the corner towards that pedestrian crossing.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Strongly support

Do you have any comments to make about the proposed design?

Great improvements. Safer cycling along Kenya St is long overdue. That road is not wide enough to have parking on both sides, so it's a win for driving too. Can you consider making the speed limit 30km/h all the way along Kenya Street too? A lot of drivers tend to speed along that road at the moment.

What do you think of the timing of the proposed approach?

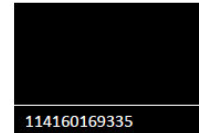
The timing of the stages is about right

Why do you think that?

The only change I would suggest is installing the pedestrian crossing sooner.

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Hadyn Nicholls	SUBURB: Ngaio	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Support

Why do you think that?

The houses from 31 Kenya uphill all have road reserve in front of them, instead of yellow lines, could the reserve be cut into, the footpath pushed back and in doing so widen the road? Simply removing carparks is not really a good solution when you have council reserve.

Do you support the proposed speed changes on the Ngaio route?

Support

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

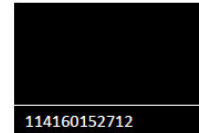
Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?
Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



114160152712

NAME: Eldon Tate	SUBURB: Kaiwharawhara	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?

These include traffic resolution TR180-22

Strongly oppose

Why do you think that?

The connection has a significant negative impact on local business and residents and very little positive impact if implemented. The multicriteria analysis model appears to have little quantifiable data basis and is unsuitable to evaluate the designs or impact.

Do you support the proposed speed changes on the Ngaio route?

Neutral

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Strongly oppose

Do you have any comments to make about the proposed design?

This design will have a significant negative impact on local residents and businesses. I believe that the multicriteria analysis is wholly unsuitable for determining this design. Baseline usage data is also unavailable to be able to measure any potential positive impact

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Strongly oppose

Do you have any comments to make about the proposed design?

This will have a significant negative impact on residents and pedestrians that utilize the Bridle Track for walking. There is significant parking pressure currently that will increased by the proposed changes both on this section and the lower ngaio gorge

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Support

Do you have any comments to make about the proposed design?

This is a low impact increase in cycle safety.

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

Oppose

Do you have any comments to make about the proposed design?

I believe this design to be unsafe for both cyclists and motorists.

What do you think of the timing of the proposed approach?

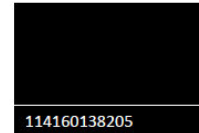
Make the proposed changes more slowly

Why do you think that?

The multicriteria analysis for the project is flawed and the negative impact is overwhelming greater than any environmental or wellbeing impact of the connection. In regards to the change timings, what decision points are there to revert the changes should the outcome prove to be negative?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: Bryan Park	SUBURB: Kaiwharawhara	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

Which route proposal/s would you like to have your say on?

Ngaio Connection

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route?
These include traffic resolution TR180-22

Oppose

Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?

Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

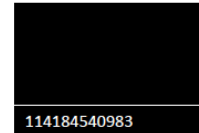
Do you have any comments to make about the proposed design?

What do you think of the timing of the proposed approach?

Why do you think that?

Aro Valley and Ngaio connections proposals – November 2022

Feedback



NAME: A Bramly	SUBURB: City	ON BEHALF OF: individual	ORAL SUBMISSION Yes
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Which route proposal/s would you like to have your say on?	Aro Valley connection Ngaio Connection
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Aro Valley connection

Do you support the proposed changes to the Aro Valley connection route?
These include traffic resolution TR173-22

Why do you think that?

Do you support the proposed speed changes on Aro Street?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

Do you have any comments to make about the proposed design?

Do you support proposed changes for this section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

Do you have any comments to make about the proposed design?

Aro Street to Willis Street link: What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?	
People walking on the paths through Aro Park and Little Palmer Street?	
People riding bikes along this route?	
People driving vehicles on the surrounding streets?	
People with disabilities or accessibility issues?	
Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?	
Do you have any comments to make about the proposed design?	

What do you think of the timing of the proposed approach?
Why do you think that?

Ngaio connection

Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22
Why do you think that?

Do you support the proposed speed changes on the Ngaio route?

Decision made by Waka Kotahi

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
Do you have any comments to make about the proposed design?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
Do you have any comments to make about the proposed design?

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Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

Do you have any comments to make about the proposed design?
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Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
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Do you have any comments to make about the proposed design?
--

What do you think of the timing of the proposed approach?
--

Why do you think that?

Have your say on pedestrian and bike improvements in Aro Valley

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Wellingtonians have asked for better transport options, action on climate change and more accessible housing so Wellington City Council is getting on with it. As part of preparing our city for the future, we're planning interim improvements for people walking, riding bikes, and using buses from Karori to the city through Aro Valley.

We're seeking your feedback on these proposed street changes until 5pm Monday 21 November.

The proposal aims to make it safer and easier for more people to walk and ride and deliver more efficient and reliable bus trips. These changes will enable more people to get around in zero or low-carbon ways, support growing neighbourhoods, and free up space for people who really need to drive. If approved, the changes will be installed using materials that can be adapted as needed. We've developed the designs based on technical advice and consultation with the community.

We want your feedback to see if there are any improvements that can be made before we make these changes.

You can view the full project details for Aro Valley Connection at transportprojects.org.nz/arovalley

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you can attach any relevant photos, sketches, or documents if you wish. Feel free to skip questions. You don't have to answer them all.

You can contact us at arovalleyconnections@wcc.govt.nz if you have any questions or you can visit a Aro Valley drop-in session if you need help filling out a submission.

Aro Valley Connection

The Aro Valley Connection project will make it safer and easier for more people to walk, bike, scoot and bus into the city from Karori, Highbury, Kelburn and Aro Valley.

The street changes planned for this route include:

- New street layout with a separated uphill bike lane on Aro Street, and uphill bike lanes and cycle shoulders on Raroa Road, with sharrows in the downhill direction
- Extended 30km/h zone further along Aro Street through to Willis Street
- New raised pedestrian crossing and new speed cushions on Aro Street to reduce speeds
- New car share parking spaces and new mobility car park on Epuni Street
- Better bike parking in the shopping village
- Changes to parking on Aro Street, Raroa Road, and some side streets
- Changes to the paths through Aro Park and along Little Palmer Street to create shared paths

Changes proposed for the Aro Street section

We are proposing changes for the road layout along Aro Street to include:

- New bike lane on the uphill side
- Raising the pedestrian crossing by Aro Park
- Extending the 30km/h speed zone down to Willis Street
- Better bike parking in the shopping village
- Removing one bus stop outside 47b Aro Street
- Introducing car share (one car, one van) and a mobility park on Epuni Street.
- Parking changes on the south side of Aro Street rolled out over two years.
- These changes will also require some parking changes for Aro Street, Ohiro Road, Epuni Street, and Holloway Road.

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

1

Changes proposed for the Raroa Road section

We are proposing changes for the road layout along Raroa Road to include:

- Installing uphill bike lanes and cycle shoulders on Raroa Road through to Raroa Crescent, with sharrows in the downhill direction
- Installing a new bus stop opposite 125 Raroa Road (at the bottom of the Harrold Streetpath)
- Removing all on-street parking space on the uphill side, and putting broken yellow lines on the corners in the downhill direction to improve safety and visibility
- Moving two bus stops between Cluny Avenue and Fairview Crescent 10-15 metres to make it easier to access buses.

**Do you support proposed changes for this section of the route on Raroa Road
(between Holloway Road and Chaytor Street)?**

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Bus & other changes should not be included in cycleway
projects.
Why do a few cyclists need multiple ways from home

Proposed for Aro Park and Little Palmer Street

People are currently using the footpath through Aro Park and along Little Palmer Street as a quiet route to ride the city.
 We are proposing to widen these footpaths from 1.5m to 2.5m and improve their condition to create proper shared paths that would be safer for people, both walking and cycling, to pass each other.

What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

☐ Very positive ☐ Positive ☐ Neutral ☐ Negative ☒ Very negative ☐ Don't know

People walking on the paths through Aro Park and Little Palmer Street?

☐ Very positive ☐ Positive ☐ Neutral ☐ Negative ☒ Very negative ☐ Don't know

People riding bikes along this route?

☐ Very positive ☐ Positive ☒ Neutral ☐ Negative ☐ Very negative ☐ Don't know

People driving vehicles on the surrounding streets?

☐ Very positive ☐ Positive ☒ Neutral ☐ Negative ☐ Very negative ☐ Don't know

People with disabilities or accessibility issues?

☐ Very positive ☐ Positive ☐ Neutral ☐ Negative ☒ Very negative ☐ Don't know

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Cyclists and other small wheel electric vehicles already display massive amounts of entitled and unsafe behaviour around roadways and this only encourages them.

Plan for Aro Valley Connection

...ing to make changes along Aro Street using a staged approach over two years, to help residents in the
 ... to the parking changes. The first stage addresses safety concerns and provides better transport options for
 ... that can help reduce the number of cars in the area over time, before further changes are made.

Stage one - 2023

- Extend the existing 30km/h zone on Aro Street by 150m from the School of Philosophy to Willis Street
- Raise the pedestrian crossing on Aro Street by Aro Park
- Install four sets of speed cushions along Aro Street
- Add two new car share parking spaces on Epuni Street
- Add one new mobility car park on Epuni Street
- One car park in the shopping area will be changed to six bike parks
- Mark/paint car parks on Aro Street
- Install 100m of the uphill separated bike lane from 171-197 Aro Street
- Install the uphill bike lane along the top end of Aro Street from Holloway Road, on Raroa Road to Raroa Crescent
- On Raroa Road, remove all on-street parking on the uphill side and at corners on the downhill side
- Widen and improve the paths through Aro Park and Little Palmer Street
- Remove three coupon car parks on Aro Street
- Introduce 35 residents car parks and 33 residents and P120 parks on Holloway Road.

Stage two - 2024

- Install the remaining 400m of uphill separated bike lane from 117 Aro Street to Holloway Road
- Remove 48 coupon car parks on the south side of Aro Street.

Stage three - 2025

- Install the final section of bike lane on Aro Street, from Willis Street to the shops at Alameda Terrace
- Change 20 coupon car parks to residents parking on Ohiro Road
- Remove 18 residents' car parks and four coupon car parks on the south side of Aro Street.

What do you think of the timing of the proposed approach?

☐ Make the proposed changes more quickly

☐ The timing of the stages is about right

☒ Make the proposed changes more slowly

☐ Don't know

Why do you think that?

Don't make cycle changes at all. Provide transport option costing far too much that crowds out better green transport projects. ~~Not a transport~~ Non exclusive non diversity very few potential users

Do you support the overall proposed changes to the Aro Valley Connection route?

made traffic resolution TR179-22.

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Why do you think that?

as above

Do you support the proposed speed changes on the Aro Valley Connection route?

Extending the 30km/h zone in the Aro shopping area 150m through to Willis Street. This is a separate decision from the other proposed changes, and the final decision is made by Waka Kotahi NZ Transport Agency as per the Setting of Speed Limits Rule 2022. We're consulting on both the road and speed change decisions at the same time, as the changes would be delivered together to achieve the best outcome for the community.

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Why do you think that?

as above
needs to be consulted apart from cycleways

Relationship with the area

What is your main relationship to the area? Please tick one:

☐ I live in the area

☐ I work in the area

☐ I own or manage a business in the area

☐ I go to school or education in area

☒ I visit the area (e.g. to see friends or businesses)

☐ I do recreational activities in the area (e.g. running, walking etc.)

☐ I drop my kids at childcare, school or education in the area

☒ I travel through the area

☒ I live in Wellington

☐ I don't have a relationship to the area

How do you normally travel along the Aro Valley route? Please tick one:

We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.

☒ Car/Van *hybrid*

☐ Commercial vehicle (e.g. van or truck)

☐ Bicycle

☐ Walk/run

☒ Bus

☐ Motorcycle or motor scooter

☐ E-scooter, skateboard etc

☐ Wheelchair or mobility scooter

City goals and network questions

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? *slanted question*

☐ Very important ☐ Important ☐ Moderate importance ☐ Low importance ☒ Not important ☐ Don't know

Would you like to speak to Councillors in support of your submission?

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☐ No ☒ Yes If yes, please provide your contact number: [REDACTED]

Are you providing feedback as ☒ An individual ☐ On behalf of an organisation ☐ On behalf of a primary or secondary school

Name of organisation

Name of school

*Do not
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Your name and contact details

Name

A. Bramley

Email address

Have your say on pedestrian and bike improvements in Aro Valley

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellingtonians have asked for better transport options, action on climate change and more accessible housing so Wellington City Council is getting on with it. As part of preparing our city for the future, we're planning interim improvements for people walking, riding bikes, and using buses from Karori to the city through Aro Valley.

We're seeking your feedback on these proposed street changes until 5pm Monday 21 November.

The proposal aims to make it safer and easier for more people to walk and ride and deliver more efficient and reliable bus trips. These changes will enable more people to get around in zero or low-carbon ways, support growing neighbourhoods, and free up space for people who really need to drive. If approved, the changes will be installed using materials that can be adapted as needed. We've developed the designs based on technical advice and consultation with the community.

Aro Valley Connection

The Aro Valley Connection project will make it safer and easier for more people to walk, bike, scoot and bus into the city from Karori, Highbury, Kelburn and Aro Valley.

The street changes planned for this route include:

- New street layout with a separated uphill bike lane on Aro Street, and uphill bike lanes and cycle shoulders on Raroa Road, with sharrows in the downhill direction
- Extended 30km/h zone further along Aro Street through to Willis Street
- New raised pedestrian crossing and new speed cushions on Aro Street to reduce speeds
- New car share parking spaces and new mobility car park on Epuni Street
- Better bike parking in the shopping village
- Changes to parking on Aro Street, Raroa Road, and some side streets
- Changes to the paths through Aro Park and along Little Palmer Street to create shared paths

We want your feedback to see if there are any improvements that can be made before we make these changes.

You can view the full project details for Aro Valley Connection at transportprojects.org.nz/arovalley

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you can attach any relevant photos, sketches, or documents if you wish. Feel free to skip questions. You don't have to answer them all.

You can contact us at arovalleyconnections@wcc.govt.nz if you have any questions or you can visit a Aro Valley drop-in session if you need help filling out a submission.

Changes proposed for the Aro Street section

We are proposing changes for the road layout along Aro Street to include:

- New bike lane on the uphill side
- Raising the pedestrian crossing by Aro Park
- Extending the 30km/h speed zone down to Willis Street
- Better bike parking in the shopping village
- Removing one bus stop outside 47b Aro Street
- Introducing car share (one car, one van) and a mobility park on Epuni Street.
- Parking changes on the south side of Aro Street rolled out over two years.
- These changes will also require some parking changes for Aro Street, Ohiro Road, Epuni Street, and Holloway Road.

Do you support the proposed changes for this section of the route on Aro Street (between Willis Street and Holloway Road)?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Changes proposed for the Raroa Road section

We are proposing changes for the road layout along Raroa Road to include:

- Installing uphill bike lanes and cycle shoulders on Raroa Road through to Raroa Crescent, with sharrows in the downhill direction
- Installing a new bus stop opposite 125 Raroa Road (at the bottom of the Harrold Streetpath)
- Removing all on-street parking space on the uphill side, and putting broken yellow lines on the corners in the downhill direction to improve safety and visibility
- Moving two bus stops between Cluny Avenue and Fairview Crescent 10-15 metres to make it easier to access buses.

**Do you support proposed changes for this section of the route on Raroa Road
(between Holloway Road and Chaytor Street)?**

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Bus & other changes should not be included in cycleway
projects.
Why do a few cyclists need multiple ways from home

Proposed for Aro Park and Little Palmer Street

People are currently using the footpath through Aro Park and along Little Palmer Street as a quiet route to ride the city.
 We are proposing to widen these footpaths from 1.5m to 2.5m and improve their condition to create proper shared paths that would be safer for people, both walking and cycling, to pass each other.

What do you think the impact of widening the path would be for:

People using Aro Park for recreation (e.g. picnicking)?

☐ Very positive ☐ Positive ☐ Neutral ☐ Negative ☒ Very negative ☐ Don't know

People walking on the paths through Aro Park and Little Palmer Street?

☐ Very positive ☐ Positive ☐ Neutral ☐ Negative ☒ Very negative ☐ Don't know

People riding bikes along this route?

☐ Very positive ☐ Positive ☒ Neutral ☐ Negative ☐ Very negative ☐ Don't know

People driving vehicles on the surrounding streets?

☐ Very positive ☐ Positive ☒ Neutral ☐ Negative ☐ Very negative ☐ Don't know

People with disabilities or accessibility issues?

☐ Very positive ☐ Positive ☐ Neutral ☐ Negative ☒ Very negative ☐ Don't know

Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Do you have any comments to make about the proposed design?

Cyclists and other small wheel electric vehicles already display massive amounts of entitled and unsafe behaviour around roadways and this only encourages them.

Plan for Aro Valley Connection

...ing to make changes along Aro Street using a staged approach over two years, to help residents in the
...pt to the parking changes. The first stage addresses safety concerns and provides better transport options for
... that can help reduce the number of cars in the area over time, before further changes are made.

Stage one - 2023

- Extend the existing 30km/h zone on Aro Street by 150m from the School of Philosophy to Willis Street
- Raise the pedestrian crossing on Aro Street by Aro Park
- Install four sets of speed cushions along Aro Street
- Add two new car share parking spaces on Epuni Street
- Add one new mobility car park on Epuni Street
- One car park in the shopping area will be changed to six bike parks
- Mark/paint car parks on Aro Street
- Install 100m of the uphill separated bike lane from 171-197 Aro Street
- Install the uphill bike lane along the top end of Aro Street from Holloway Road, on Raroa Road to Raroa Crescent
- On Raroa Road, remove all on-street parking on the uphill side and at corners on the downhill side
- Widen and improve the paths through Aro Park and Little Palmer Street
- Remove three coupon car parks on Aro Street
- Introduce 35 residents car parks and 33 residents and P120 parks on Holloway Road.

Stage two - 2024

- Install the remaining 400m of uphill separated bike lane from 117 Aro Street to Holloway Road
- Remove 48 coupon car parks on the south side of Aro Street.

Stage three - 2025

- Install the final section of bike lane on Aro Street, from Willis Street to the shops at Alameda Terrace
- Change 20 coupon car parks to residents parking on Ohiro Road
- Remove 18 residents' car parks and four coupon car parks on the south side of Aro Street.

What do you think of the timing of the proposed approach?

- ☐ Make the proposed changes more quickly ☐ The timing of the stages is about right ☒ Make the proposed changes more slowly ☐ Don't know

Why do you think that?

Don't make cycle changes at all. Provide transport option costing far too much that crowds out better green transport projects. ~~Not a transport~~ Non exclusive non diversity very few potential uses

Do you support the overall proposed changes to the Aro Valley Connection route?

made traffic resolution TR179-22.

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Why do you think that?

as above

Do you support the proposed speed changes on the Aro Valley Connection route?

Extending the 30km/h zone in the Aro shopping area 150m through to Willis Street. This is a separate decision from the other proposed changes, and the final decision is made by Waka Kotahi NZ Transport Agency as per the Setting of Speed Limits Rule 2022. We're consulting on both the road and speed change decisions at the same time, as the changes would be delivered together to achieve the best outcome for the community.

☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☒ Strongly oppose ☐ Don't know

Why do you think that?

as above
needs to be consulted apart from cycleways

Relationship with the area

What is your main relationship to the area? Please tick one:

☐ I live in the area

☐ I work in the area

☐ I own or manage a business in the area

☐ I go to school or education in area

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A. Bramley

Email address