
ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

AGENDA

Time: 9:30 am
Date: Thursday, 11 June 2020
Venue: Via Zoom

MEMBERSHIP

Mayor Foster
Councillor Calvert (Deputy Chair)
Councillor Condie
Councillor Day (Chair)
Councillor Fitzsimons
Councillor Foon
Councillor Free
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, 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 role of the Strategy and Policy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas covered in the Long-Term Plan (Governance, Environment, Economic Development, Cultural Wellbeing, Social and Recreation, Urban Development and Transport) with particular focus on the priority areas of Council.

The Strategy and Policy Committee works closely with the Annual Plan/Long-Term Plan Committee to achieve its objective.

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

Quorum: 8 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

The minutes of the meeting held on 4 June 2020 will be put to the Strategy and Policy Committee for confirmation.

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 Strategy and Policy 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 Strategy and Policy Committee.

Minor Matters relating to the General Business of the Strategy and Policy 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 Strategy and Policy 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 3.23.3 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

PROPOSED TRAFFIC RESOLUTIONS FOR TEMPORARY STREET CHANGES – COVID-19 RESPONSE PROJECTS

Purpose

1. This report describes the proposed street changes associated with the first five Innovating Streets COVID-19 response temporary projects:
 - **Brooklyn Road** – uphill bike lane on Brooklyn Road between Willis Street and Ohiro Road
 - **Evans Bay Parade** – bike lane between Greta Point and Cobham Drive
 - **Massey Road** – a 3 km two way shared walking/ cycling path on Massey Road created by prohibiting traffic one way from Scorching Bay to Shelly Bay
 - **Onepu Road** – bike lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway
 - **Stout Street** – increased space for pedestrians by removing parking from one side of the street
2. It includes a package of traffic resolutions required to formalise the kerbside parking and other changes necessary for the implementation and operation of these temporary projects.
3. Aspects of the Evans Bay Parade proposal has been adjusted in response to feedback and community concerns, resulting is the use of Cogg Park for pedestrians and cyclists and other micromobility users in order to retain the on-street parking provision.
4. An outline of the revenue implications of these initiatives is provided in the Supporting Information section of this report but equate to approximately \$35k per month.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Note the various roading, traffic and place making changes to the road corridors which are incorporated in the project designs.
3. Approve the attached amendments to the Traffic Restrictions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a. TR98-20 Evans Bay Road temporary cycle lane
 - b. TR99-20 Brooklyn Road temporary cycle lane
 - c. TR100-20 Onepu Road temporary cycle lane
 - d. TR101-20 Massey Road temporary shared path
 - e. TR102-20 Stout Street temporary increase in pedestrian space

Background

5. Waka Kotahi NZ Transport Agency announced the Innovating Streets for People pilot fund on the 3 April 2020 to help councils create more people-friendly spaces in our towns and cities. This pilot fund of \$7 million provides councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a 'community of practice'.
6. The purpose of the fund is to enable councils to use temporary 'tactical urbanism' interventions to test and pilot projects to develop new urban spaces in collaboration with communities and stakeholders and help demonstrate their value to the community. These might include temporary pop-ups, pilots, trials or interim treatments.
7. Proposals for non-COVID-19 related proposals were required to demonstrate a pathway to permanent installation and alignment with Council strategies in order to be successful. WCC has sent in applications for five non-COVID-19 projects and are awaiting feedback from Waka Kotahi.
8. Due to the COVID-19 global pandemic and the current requirements for social distancing, our transport systems and services could be significantly impacted for the foreseeable future. Waka Kotahi has supported the consideration of COVID-19 response temporary projects on a case-by-case basis, providing councils with an opportunity to adapt their streets to better support active and safe transport needs, while following official advice about people movement.
9. From late March, officers considered around 80 projects originating from a mix of community suggestions, councillors, Greater Wellington Regional councillors, Wellington City Council staff and special interest groups. These were screened based on a number of criteria including:
 - appropriateness as a response to COVID-19 – i.e. it would enable social distancing or the use of active modes
 - suitability for trialling
 - a pathway to permanent installation
 - alignment with Council's strategic direction.

Projects were screened out at this stage if they did not meet the above criteria. Ideas that met these criteria were advanced to a short list.
10. Seven COVID-19 projects were selected and approved for submission to Waka Kotahi by Council on 7 May 2020.
 - Approval for 90% funding (equivalent to around \$740k based on estimated cost of \$820K) was given by Waka Kotahi on 13 May 2020.
11. This report proposes the implementation of the first five of the seven temporary COVID-19 projects.
12. The other two COVID-19 projects will be presented to Council on 24 June 2020.
13. These COVID-19-related street changes are temporary and designed to provide increased mode choice and enable social distancing. The changes, whilst temporary, align well with many of our city and regional goals, including the plan to move more

people with fewer vehicles and reduce emissions that cause climate change. So we will be able to learn from them.

14. We will be using temporary materials that can be easily moved or removed – so we can trial, monitor and test things once they are in place. While they're in place, we'll make it easy for people to let us know what's worked well, and what hasn't, with a dedicated resource in the City Design and Place Planning Business Unit. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
15. These installations are expected to be in place for as long as safe distancing is required – until there is a vaccine. We do not know how long that will be.
16. Whilst the Traffic Resolutions were open for feedback, a large team of transport engineers and urban designers progressed the designs, including an in-house design review and safety audit. These designs are attached to the Traffic Resolution papers for information.
17. Contractors have been provided concept plans for programming resources and materials.

Discussion

18. Consultation on the first five COVID-19 response projects started on 15 May 2020 and included some high-level concept designs of the proposed installations. We used the Traffic Resolution process to consult and these were advertised on 15 May 2020. We have also dropped information to properties and businesses along the routes as well as holding Zoom meetings on request with the Miramar and Kilbirnie BIDs as well as the Brooklyn Residents Association.

Summary

Traffic Resolution Summary

Traffic Resolution	Project	Description	Estimated total cost)	Delivery by	Impact
TR98-20	Evans Bay Parade	Install 1,579 metres of temporary cycle lane along the east side of Evans Bay Parade.	\$130,000	Late June	Improves safety for people on bikes and gives people more choice in how they get around and enable social distancing along Evans Bay Parade. Removal of approx. 140 unrestricted parking spaces. Removal of 14 x P120 spaces
TR99-20	Brooklyn Road	Install a 1,200 metre temporary uphill cycle lane on Brooklyn Road between Willis Street and Ohiro Road	\$110,000	Mid July	Improved safety for people on bikes Removal of 139 coupon parking spaces
TR100-20	Onepu Road	Install 900 metres of temporary cycle lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway	\$40,000	Mid June	Improved safety for people on bikes Removal of 41 x P60 car parking spaces
TR101-20	Massey	Convert one traffic lane to	\$130,000	Mid July	Improved safety for

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	Road	a two-way 3 km shared pedestrian/cycling path Prohibit vehicles from travelling from Scorching Bay to Shelly Bay			pedestrians and people on bikes
TR102-20	Stout Street	Increase space for pedestrians	\$60,000	Mid June	Increased space for pedestrians to comply with COVID-19 social distancing guidelines. Removal of 39 metered parking spaces Relocation of motorcycle parking and two mobility parks

19. We received over 1,400 individual submissions to the five Traffic Resolutions with many submitters having their say on each proposal, resulting in a total of 3,079 individual submissions. In addition to this, we have been notified of an e-petition to Parliament opposing the temporary street changes on Evans Bay Parade (Greta Point to Cobham Drive) and their effects on Greta Point café, which has over 300 signatures.

Traffic Resolutions' Submissions Summary	Support	Against	Total	Support	Against
TR98-20 (Part of) Evans Bay Parade	377	290	667	57%	43%
TR99-20 (Part of) Brooklyn Road	610	354	964	63%	37%
TR100-20 (Part of) Onepu Road	316	164	480	66%	34%
TR101-20 (Part of) Massey Road (Shelly Bay to Scorching Bay)	410	151	561	73%	27%
TR102-20 (Part of) Stout Street	294	92	386	76%	24%
TOTAL	2,007	1,051	3,058		

20. We have provided officers' responses to each submission opposing the proposals and these are included with each Traffic Resolution.
21. The general themes and responses are summarised below:

Key Themes of Opposing Submissions	Specific Project	Officers' Response
Businesses will be affected by removal of car parks		We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Parking loss		The removal of car parks is required to provide the necessary space to implement the project.
Waste of money		The proposal is being implemented as a low-cost scheme requiring the minimum of installation to keep people on bikes and on foot safe. This project is co-funded by NZTA as a COVID-19 response project to give people more choice in how they get around and enable social distancing.
Why bother, we are almost at Level 1		These COVID-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine
Why install in winter when cyclist numbers drop		While the number of people who ride isn't as high as in warmer months, there are people who choose to ride all year round.
Proposals driven by a pro-cyclist agenda		These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Safety concerns		Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Insufficient consultation period		As these are temporary COVID-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be easily moved or removed – so we can trial, monitor, and test things once they are in place. While they're in place, we'll make it easy for people to provide feedback on what's working well, and what isn't. Some adjustments are possible.
Design won't achieve its intended purpose		We will be using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. While they're in place, we'll make it easy for people to let us know what's worked well, and what hasn't. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community
It is unclear how or why these projects were chosen		A long list of projects was considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.
Why has this started so late in the COVID-19 crisis		Work started on the selection of these projects in late March.
Increased difficulty for kayakers to access boat ramp at Cog Park	Evans Bay	The proposal has been adjusted, with the temporary cycleway now planned to go through Cog Park so some of the existing parking adjacent to the park could be retained.
	Evans Bay	We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community.
Greta Point Café needs the parking spaces to cater for customers		
There is no need to close the passing lane as the road is wide enough.	Brooklyn	The removal of the passing lane on Brooklyn Road will help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.

Bus stops and cycle lanes are a known safety hazard.	Brooklyn	The bus stops will be moved toward the traffic lane clear of the cycle lane and provision made for bus passengers to safely cross the cycle lane.
The loss of 41 car parks is too many	Onepu	We know the removal of car parking concerns some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of 41 on street carparks must be viewed in the context of the relatively high number of off street car parks within close vicinity.
The entire road needs to be upgraded	Massey Road	Upgrading roads is outside the scope of these temporary projects.
Not enough pedestrians to warrant this	Stout Street	Approximately 9,500 pedestrians per day use Stout Street under normal conditions.

Examples of Supporting Submissions

Project Specific

Supported as it will improve safety for people on bikes

Hope it becomes permanent

Will improve health and wellbeing

These changes are a good start but please go further

Excellent. This fills in the 'gap' between on-road cycle lanes at Greta Point and the new path at Cobham Drive

Evans Bay

Great to have a commuter route for e-bikes to relieve bus pressure.

Brooklyn Road

As for the loss of car parks, I've never seen anything like 139 cars parked on the uphill side of Brooklyn Rd – hard to imagine there are nearly that many to lose. Nevertheless

Brooklyn Road

Great showcase for our natural scenery

Massey Road

The temporary cycle lanes you've proposed are not only a sensible public health measure for a pandemic, but for a future in which we want our communities and our environment in good health

Massey Road

Consider making Stout Street pedestrian only

Stout Street

Great to see more space for walking in the city

Stout Street

Safer cycling for those doing short trips for shopping or errands, limiting the amount of cars coming to the area and parking required.

Onepu Road

This would encourage use of this route

Onepu Road

22. There have been many comments and questions as to the “temporary” nature of these schemes, specifically how long they will be in place. The reality is that we do not know how long the threat of COVID-19 will be present in New Zealand. Some are of the view that we will be COVID free within 2 weeks whilst others are of the view that the virus will have a much longer tail. Either way the timing of any relaxation of border restrictions will be critical in terms of a timeframe to returning to any kind of business as usual. The sooner that occurs potentially the higher the risk of a second wave of COVID-19 noting that the Government appears to be taking a conservative approach in this regard.

23. While it is true that we have moved down through the alert levels far more quickly than originally expected the Ministry of Health is still indicating that it is “pursuing an elimination strategy that seeks to eradicate or minimise cases of COVID-19 from New Zealand to a level that is manageable by the health system, until a vaccine becomes

available to achieve population-level immunity"[1] As such in terms of central government guidance our position remains to follow MoH guidelines and aim for the availability of a vaccine as being the endpoint in this pandemic.

24. We are also monitoring public attitudes and behaviours to active and public transport and what we know from our weekly City Recovery Insights survey, 37% have indicated they intend to use more active modes of transport (61%, the same, and 2% less) and the equivalent number have indicated they will reduce their reliance on Public Transport (58% the same and 5% more).
25. No one can say with any certainty what will happen over the next few months and even years. It is Officers' view that the implementation of these projects will provide increased options for our residents in how they choose to travel whilst also making it easier to maintain social distance now and if new outbreaks occur. We will be actively monitoring these projects and reporting back to Council if any changes are required.
26. Once we are at the "endpoint" of the pandemic Council will determine, based on our ongoing monitoring of the schemes, whether to proceed with a permanent solution via our standard investment process or to revert back to the current status quo via the Traffic Resolution process. Both processes will require engagement with the community.

Risks and Mitigations

27. Moving at great speed to design schemes of this nature presents risks and challenges and these are listed below

Risks	Mitigations
Scope	<p>An extensive team of transport engineering and urban design specialists have been working together on the designs of these schemes.</p> <p>We will be monitoring the performance of the schemes from day one and will act quickly to adapt on the basis of feedback from users, businesses and the community.</p>
Delivery	<p>Whilst there was a real desire from Council to act with speed to design these schemes, there was also an acknowledgement that we needed to consult as widely as possible in the time available. We have received a good level of engagement and response (1,400+), with between 55%–76% of support for all schemes.</p> <p>Our maintenance contractors have already programmed this work into their work programme so it can be delivered to time. Should the projects NOT proceed, there will be the requirement to re-programme work and demobilise resources.</p>
Cost	<p>Waka Kotahi has indicated it will cover its funding portion (90%) of all opex costs regardless of project status as long as we can demonstrate we have met the conditions of approval.</p>


Options

28. The Council can approve all projects to proceed.
29. The Council can approve a sub-set of projects to proceed.
30. The Council can decline all projects and further work will stop. Officers recommend that we continue with the delivery of these COVID-19 projects under urgency to ensure we can provide increased choice of transport mode for our residents and enable social distancing whilst the COVID-19 threat is present which could be until there is a vaccine.

[1] COVID-19 Health and Disability System Response Plan - <https://www.health.govt.nz/publication/covid-19-health-and-disability-system-response-plan>

31. These changes are also very much aligned to our long-term strategic goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
32. The attached Traffic Resolutions detail the proposed street changes to the use of road space.
33. Also attached is a full set of submissions to each Traffic Resolution.

Attachments

Attachment 1.	Table of Traffic Resolutions Legal Description SPC 11 June 2020 ↓ 	Page 17
Attachment 2.	Evans Bay Parade TR98-20 - TR Report ↓ 	Page 23
Attachment 3.	Evans Bay Parade TR98-20 - Submissions & Responses ↓ 	Page 37
Attachment 4.	Brooklyn Road TR99-20 - TR Report ↓ 	Page 141
Attachment 5.	Brooklyn Road TR99-20 - Submissions & Responses ↓ 	Page 155
Attachment 6.	Onepu Road TR100-20 - TR Report ↓ 	Page 329
Attachment 7.	Onepu Road TR100-20 - Submissions & Responses ↓ 	Page 339
Attachment 8.	Massey Road TR101 - TR Report ↓ 	Page 385
Attachment 9.	Massey Road TR101-20 - Submissions & Responses ↓ 	Page 389
Attachment 10.	Stout Street TR102-20 - TR Report ↓ 	Page 441
Attachment 11.	Stout Street TR102-20 - Submissions & Responses ↓ 	Page 449

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Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Vida Christeller, Manager City Design & Place Planning David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

We advertised Traffic Resolutions for these projects and hand-delivered letters along effected routes. The Traffic Resolutions were open for comment for 2 weeks from the 15 May 2020 to the 28 May 2020. During this period we held Zoom meetings with the Miramar and Kilbirnie BIDs as well as the Brooklyn Residents Association.

Treaty of Waitangi considerations

The Evans Bay Parade project and the Massey Road project are located in sites of significance for Mana Whenua, as these stretches of coast enable access to Te Whanganui-a-Tara and important sources of kai moana. We have not received any official view from Mana Whenua, but have received support for all the Innovating Streets projects from the Taranaki Whanui representative we approached in relationship to this project.

Financial implications

Funding of these five COVID response projects

- The proposed projects would require \$470,000 total, \$47,000 WCC share of operational cost funding which is expected to be covered by the existing City Design and Place Planning budget.
- Base on the estimated timeline, \$217,000 will likely to be spent on these projects by June 30th, which would require \$21,700 to be funded out of the current year's internal savings.
- This means that the remaining \$25,300 will be funded by the business unit's 20/21 OPEX budget. This is achievable because of the reimbursement for labour costs of City Design and Place Planning staff who are currently working on LGWM. This reimbursement is likely to be at least \$229k a year.

Impact of resulted loss of parking revenue on rates

- The projects would also remove on average around \$34,127 per month of parking revenue. This is in addition to the parking revenue loss in 2020/21, forecast to be over \$7m due to the effects of COVID-19. There are no increases to parking fees being proposed for 2020/21 therefore Council is not planning on mitigating.
- Over a year, the loss of parking revenue from these five projects would equate to up to around \$409,524 and would add up to 0.12% to the currently proposed 5.1% rates increase. The proposed projects are short term in nature therefore their benefit is attributed to 2020/21 year.
- This impact is in addition to the proposed 2020/21 Annual Plan which carries significant risks and a substantial organisational savings target.
- **Summary on the impact of loss of parking revenue on overall rates increase in 2020/21**

Parking area affected	Converted Carparks	Average monthly income	Annual equivalent	Addition to Rates
Stout St	45 metered	\$22,231	\$266,777	0.08%
Bunny St	3 metered	\$2,678	\$32,139	0.01%
Brooklyn Road	50 coupon	\$9,217	\$110,609	0.03%
Evans Bay Parade	145 restricted, 14 x P120	0	0	0%

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Policy	Onepu Road	41 x P60	0	0	0%
	Massey Road		0	0	0%
	Total		\$34,127	\$409,525	0.12%

and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the bylaws.

Risks / legal

Refer Risk Section in body of report.

Climate Change impact and considerations

We need to move more people with fewer vehicles in Wellington especially at peak travel times. These projects are designed to encourage cycling and walking rather than the private car, and therefore reduced greenhouse gas emissions.

Communications Plan

The communications plan for these COVID-19 response projects will be further developed to cover the implementation and the next phase of engagement for those projects which are approved. The Traffic Resolution process provided an initial opportunity to provide some feedback ahead of these changes. Work is now under way to provide easy ways for people to provide feedback once the temporary projects are in place – so they can be adjusted if necessary, and so we can learn from them.

Health and Safety Impact considered

We have considered the safety impacts of these proposals with the aim to improve safety of all road users.

Table of Traffic Resolutions Legal Description SPC 11 June 2020

a.	Evans Bay Parade, Haitaitai (TR98-20) Two way pop-up bike Lane		
	Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Evans Bay Parade	P120, Monday to Sunday 8am-6pm	East Side, commencing 412 metres north of its intersection with Rata Road and extending in a northerly direction following the eastern kerbline for 27.5 metres
	Evans Bay Parade	P120, Monday to Sunday 8am- 6pm	South Side, commencing 198.5 metres north of the prolongation of its intersection with Rata Road (Grid Coordinates x=1,750,722.4m y=5,425,813.9m) and extending in an easterly direction following the southern kerbline for 35 metres.
	Add to Schedule I (Cycle Lane) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Evans Bay Parade	Cycle Lane	East side, commencing 248 metres north of its intersection with Cobham Drive (Grid coordinates X=1,750,314.65m Y=5,425,015.35m) and extending in a northerly direction following the eastern kerb line for 1,414 metres.
b.	Brooklyn Road, Brooklyn (TR99-20) pop-up uphill bike lane		
	Delete from Schedule A (Time Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Brooklyn Road	P5, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 139 metres west of its intersection with Nairn Street and extending in a southerly direction following the southern kerbline for 17 metres.
	Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule		
	Brooklyn Road	Cycle Lane, At All Times	East side, commencing 28 metres west of its northern intersection with Nairn Street (Grid Coordinates X=1,748,193.16m Y=5,426,726.71m) and extending in a southerly direction, following the eastern kerbline for 470 metres
	Brooklyn Road	Cycle Lane, At All Times	East side, commencing from its southern intersection with Nairn Street (Grid Coordinates X=1,748,145.07m Y=5,426,293.51m) and extending in a southerly direction following the eastern kerbline for 207 metres
	Brooklyn Road	Cycle Lane, At All Times	East side, commencing from its intersection with Bidwill Street (Grid coordinates X=1,748,127.76m Y=5,426,183.9m) and extending in a southerly then westerly direction for 336.5 metres
	Brooklyn Road	Cycle Lane, At All Times	South side, commencing from its intersection with Washington Avenue (Grid coordinates X=1.747,863.35m

Table of Traffic Resolutions Legal Description SPC 11 June 2020

			Y=5,426,128m) and extending in a westerly direction for 163 metres
c.	Onepu Road, Kilbirnie (TR100-20) pop-up bike lanes both sides		
	<i>Delete from Schedule A (Time Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Onepu Road	P60, At all times	East side, commencing 140.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 26 metres
	Onepu Road	P60 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 15.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 34.5 metres.
	Onepu Road	P60 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 61 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 69.5 metres.
	Onepu Road	P60 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 141 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 27.5 metres.
	Onepu Road	P60 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 168.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 14 metres.
	Onepu Road	P60 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 191 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 8.5 metres
	Onepu Road	P60 Monday to Saturday, 8:00am - 6:00pm	East side, commencing 44 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 73.5 metres
	<i>Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Onepu Road	Cycle Lane, At All Times	East side, commencing at its intersection with Rongotai Road (Grid Coordinates X=1,750,349.45m Y=5,424,356.02m) and extending in a Southerly direction following the eastern kerbline for 210 metres
	Onepu Road	Cycle Lane, At All Times	East side, commencing at its

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			intersection with Coutts Street (Grid Coordinates X=1,750,286.61m Y=5,424,137.35m) and extending in a Southerly direction following the eastern kerbline for 244 metres
	Onepu Road	Cycle Lane, At All Times	West side, commencing at its intersection with Leonie Gill Path (Grid Coordinates X=1,750,255.79m Y=5,423,895.64m) and extending in a Northerly direction following the western kerbline for 244 metres
	Onepu Road	Cycle Lane, At All Times	West side, commencing at its intersection with Coutts Street (Grid Coordinates X=1,750,281.55m Y=5,424,158.51m) and extending in a Northerly direction following the western kerbline for 210 metres
d.	Massey Road (Shelly Bay to Scorching Bay (TR101-20) one-way for cars and a shared bike and walking path		
	<i>Add to Schedule C (Direction) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Massey Road (Direction: Shelley Bay to Scorching Bay)	One Way Road	Commencing at a point approximately 3,079 metres north of its intersection with Miramar Ave (Grid Coordinates X=1,751,627.71m Y=5424,739.86m) and extending in a north ,east and south direction, for 3,006 metres
	<i>Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule</i>		
	Massey Road	Shared Zone at All Times	Commencing at a point approximately 3,079 metres north of its intersection with Miramar Ave (Grid Coordinates X=1,751,627.71m Y=5424,739.86m) and extending in a north, east and south direction, for 3,006 metres
e.	Stout Street, Central City (TR102-20) wider pedestrian route on east side		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Stout Street	Motorcycle Parking, At All Times	Southeast side, following the kerbline 11 metres east of its intersection with Lambton Quay (Grid Coordinates X=2658761.066857 m, Y=5990200.13679 m) and extending in a north-easterly direction for 6.5 metres.
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Stout Street	Metered mobility parking - displaying an operation mobility permit only,	Southeast side, following the kerbline 79.5 metres east of its intersection with Lambton Quay

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		<i>at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>(Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 9 metres. (2 angle car parks)</i>
	Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, commencing 82.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction following the kerbline for 17.5 metres. (3 parallel carparks)</i>
	Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, following the kerbline 17.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 20 metres. (6 angle car parks)</i>
	Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, following the kerbline 41.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 38 metres. (13 angle car parks)</i>
	Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, following the kerbline 46.5 metres northeast of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 5.5 metres. (1 parallel carpark)</i>
	Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, following the kerbline 9 metres east of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 27 metres. (9 angle carparks)</i>
	Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, following the kerbline 9 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction for 53.5 metres. (9 parallel carparks)</i>

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Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, commencing 15.5 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerbline for 12 metres. (2 parallel parking spaces)</i>
Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, commencing 43 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerbline for 12 metres. (2 parallel parking spaces)</i>
Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southeast side, following the kerbline 79.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 9 metres. (2 angle car parks)</i>
Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Northwest side, following the kerbline 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 43.5 metres. (13 angle carparks)</i>
Ballance Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 34 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 29.5 metres. (10 angle carparks)</i>
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
Column One	Column Two	Column Three
Stout Street	<i>Motorcycle Parking, At All Times</i>	<i>Northwest side, commencing 13.5 metres northeast of its intersection with Lambton Quay (Grid Coordinates x= 1748854.0 m, y= 5428479.4 m) and extending in a north-easterly direction for 10.5 metres.</i>
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
Column One	Column Two	Column Three
Stout Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Northwest side, commencing 24 metres northeast of its intersection with Lambton Quay (Grid Coordinates x= 1748854.0 m, y= 5428479.4 m) and extending in a north-easterly direction for 33</i>

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			<i>metres. (10 angle parks)</i>
	<i>Ballance Street</i>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 34 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 20 metres. (7 angle carparks)</i>
	<i>Ballance Street</i>	<i>Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 54 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 9.5 metres. (2 angle carparks)</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install 1,414 metres of temporary Cycle Lane along the east side of Evans Bay Parade.
Why we are proposing the change	<ul style="list-style-type: none"> In response to COVID-19 and in an effort to provide an improved alternative mode of transport, Wellington City Council is proposing a 2.5 metre wide cycle way along the sea side of Evans Bay Parade to ensure the Covid-19 social distancing guidelines can be achieved.
Location – where we propose to make the change	<ul style="list-style-type: none"> Evans Bay Parade, Hataitai– Greta Point to Cobham Drive
Impact	<ul style="list-style-type: none"> Improves safety and ensures physical distancing for pedestrians and cyclists along Evans Bay Parade. Removal of approx. 140 unrestricted parking spaces. Removal of 14 P120 restricted parking spaces
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 15 May 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR98-20 Evans Bay Parade - Two way pop-up bike Lane
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Friday 15 May 2020 and finishes 5.00pm Thursday 28 May 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 5 June 2020. The proposal will go to SPC Committee on Thursday 11 June 2020. If approved, the proposal will be installed within the next 3 months.

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Traffic Resolution Plan: TR98-20 Evans Bay Parade, Hataitai – Two way pop-up bike Lane



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As a result of the submissions the proposal has been modified and the detail can be found in the updated plans below.

In summary the cycle path has been diverted through Cog Park enabling the reinstating of 5 carparks (one a mobility park); the retention of the existing bus stops and an overall shortening of the route on the road from 1579m to 1414m.

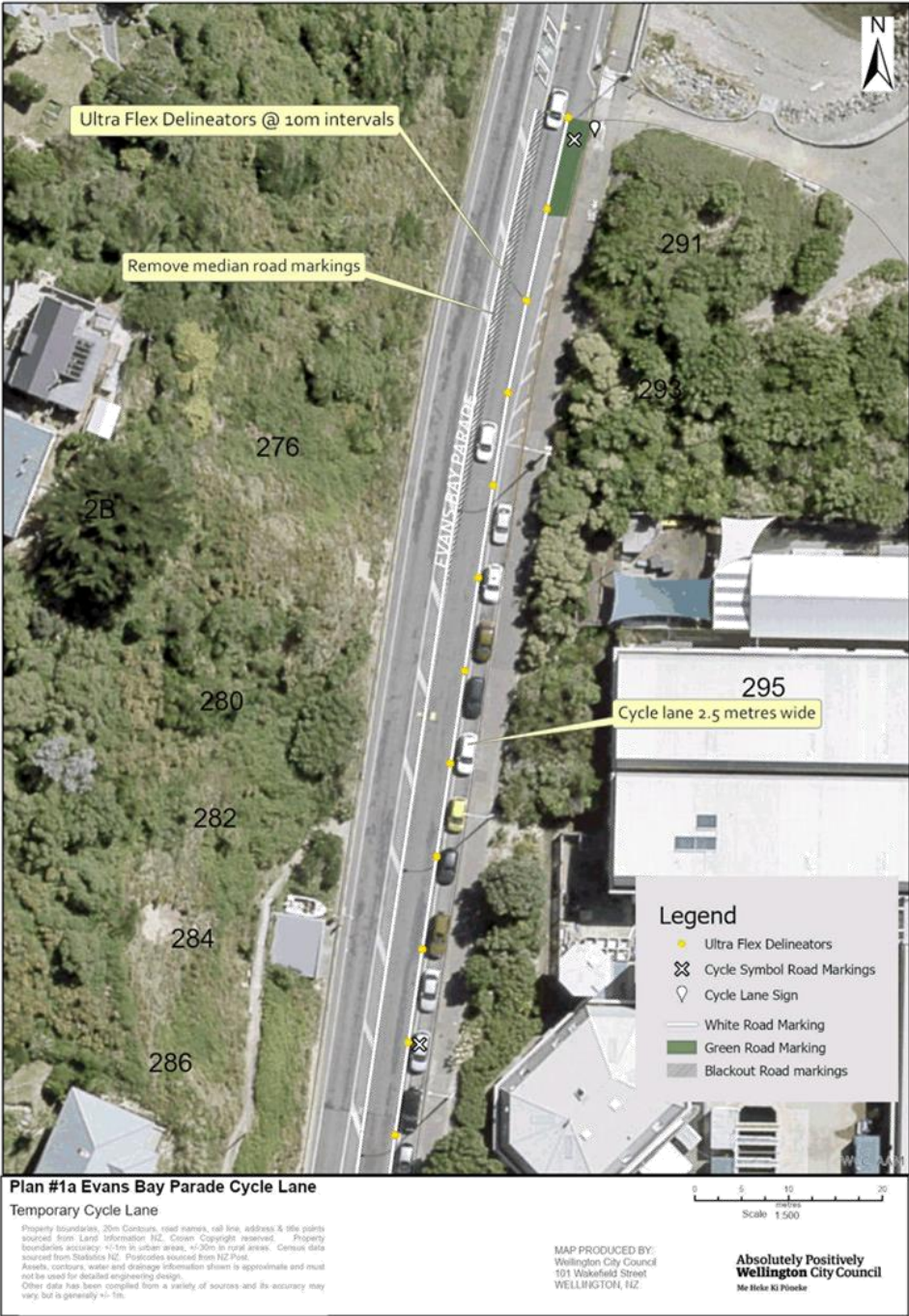
A copy of the submissions and the Officer's responses can be found attached to the SPC Committee Report.

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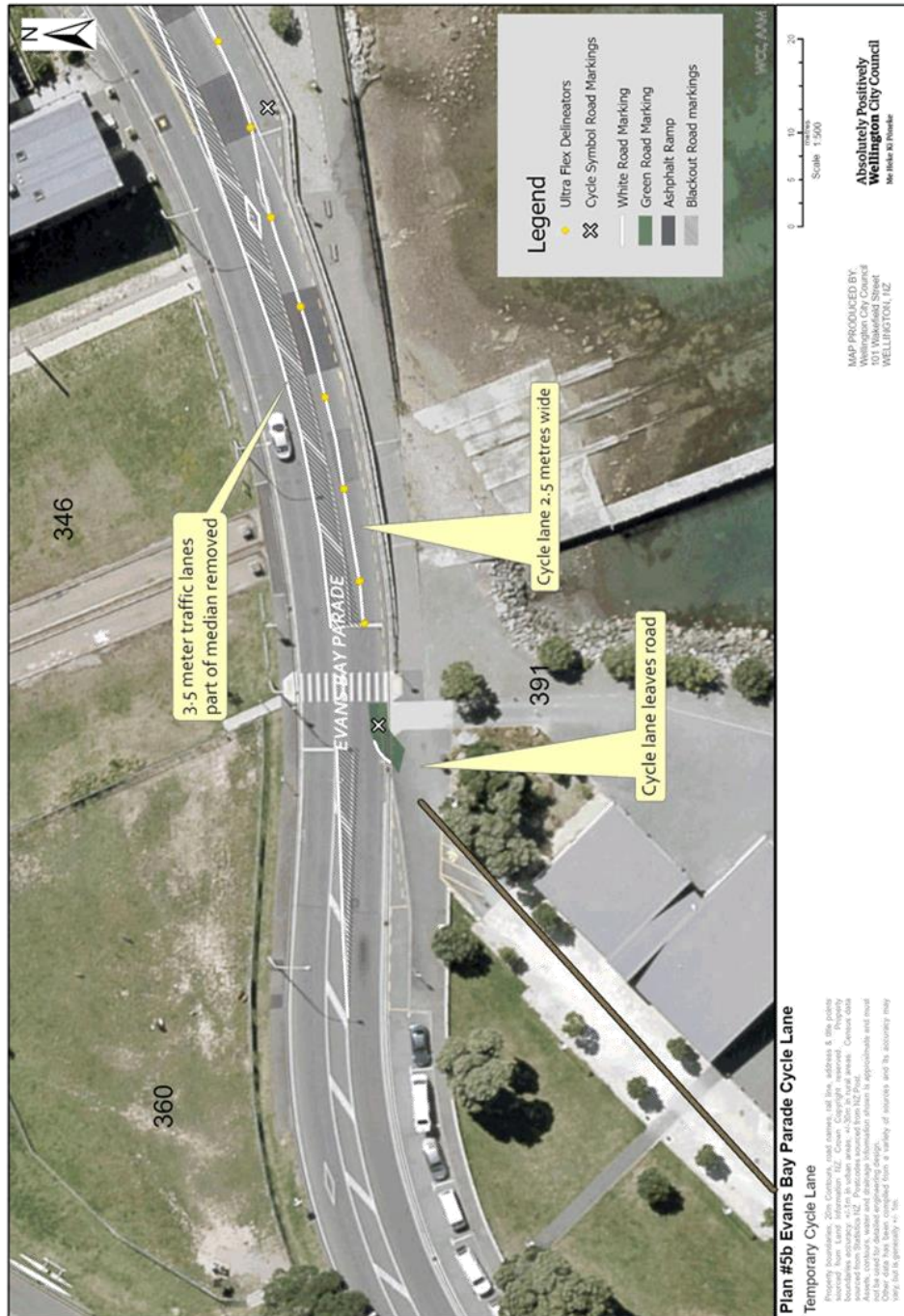
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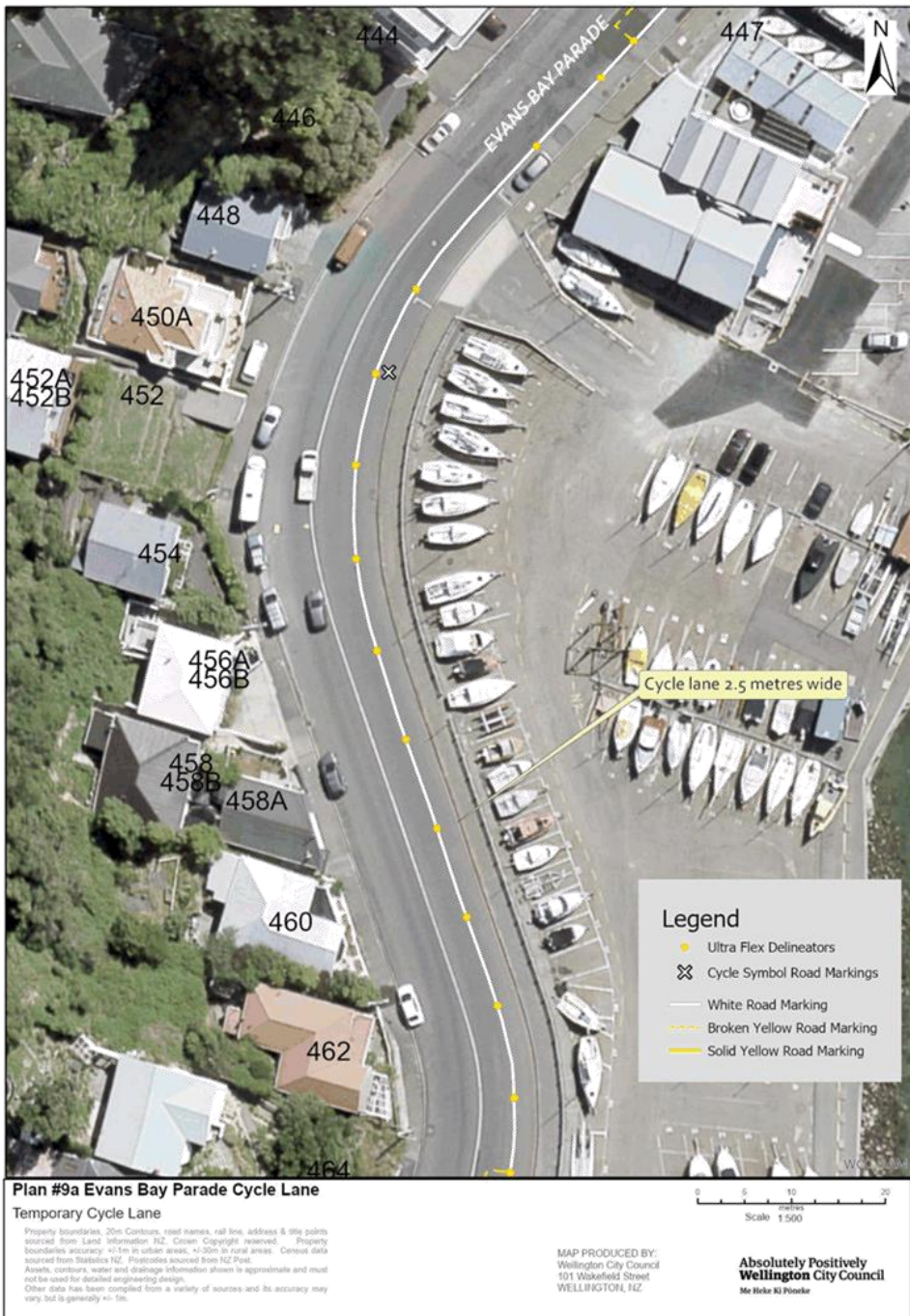
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Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Evans Bay Parade	<i>P120, Monday to Sunday 8am-6pm</i>	<i>East Side, commencing 412 metres north of its intersection with Rata Road and extending in a northerly direction following the eastern kerblane for 27.5 metres</i>

Column One	Column Two	Column Three
Evans Bay Parade	<i>P120, Monday to Sunday 8am- 6pm</i>	<i>South Side, commencing 198.5 metres north of the prolongation of its intersection with Rata Road (Grid Coordinates x=1,750,722.4m y=5,425,813.9m) and extending in an easterly direction following the southern kerblane for 35 metres.</i>

Add to Schedule I (Cycle Lane) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Evans Bay Parade	<i>Cycle Lane</i>	<i>East side, commencing 248 metres north of its intersection with Cobham Drive (Grid coordinates X=1,750,314.65m Y=5,425,015.35m) and extending in a northerly direction following the eastern kerb line for 1,414 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 04/06/2020

Evans Bay Parade - TR98-20

First Name:	Last Name:	Do you agree?	Comments about TR98-20:	Officers Response
Tim	Parker	No	As a cyclist, I see this as unnecessary. Social distancing wont affect riding and walking round this area.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. Providing dedicated space will also improve the safety of vulnerable road users.
Gaye	Bergquist	No	With the current road works creating a bike lane this would be a waste of council monies, which would be better spent on drainage and water. We are also moving into winter and even your stouchnest cyclist will drive their car to the cbd.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Tim	Henley	No	The council is already constructing a cycle way along here, they'll only have to remove the temporary one as soon as it's put in to allow the further construction.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. This proposal has been designed as a quick response but is consistent with the long term plans for the area.
Nikolaos (Nik)	Zahariadis	No	It is high time WCC has re-assessed its priorities with the deciding factor being: necessity, urgency of situation and implications if basic infrastucture is neglected by prioritising projects on the basis of "nice to have" rather than "must have operational NOW"! Wake up city councillors before it is too late to save our city!	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects.
Jamie	Jane	No		
Aneesha	Budhia	No		
A	O'Sullivan	No	Ridiculous pursuit of an agenda to solve a non existent problem. Can't believe the council is spending time, effort and money on such a waste unless it is to progress an agenda the ratepayers did not vote for. At the absolute minimum the council should tell us the cost and the impact especially of removing hundreds of car parking spaces. No wonder the council is becoming a laughing stock.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Nicola	Hawkins	No	Why are you wasting money on these initiatives? We have plenty of other more important things to think. Having lived overseas in large cities for over 20 years, Wellington doesn't have a traffic problem...	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

Evans Bay Parade - TR98-20

Blair	Alder	No	Complete waste of money, blatantly pushing your agenda under the guise of covid-19. No doubt these changes will mysteriously become permanent after the public's attention is diverted elsewhere, i.e. an election. You people are as transparent as a lump of concrete. If we can be trusted to walk behind someone at a safe distance, then why not next to someone?! Beggars belief. There is a million other things this money could be spent on that would be far more beneficial and productive. But hey, let's just blindly push an agenda through, not my money right?!	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.</p> <p>The projects are co-funded by NZTA as Covid response projects.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Michelle	McGuire	No	Trucks use this road as they can't use the tunnel. NO! Hazardous Will this really be temporary? I doubt	<p>Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.</p> <p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p>
Ian	Anderson	No	I would only support this proposal if these temporary changes only last as long as Wellington is in level 2-4 lockdown. It is not clear from the proposal how long the temporary changes are intended to be in place. If the real intention is for these changes to be permanent then they shouldn't be classified as a temporary response to Covid-19.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Sophie	Hart	No	We are going into winter and less people ride bike when the weather is bad. Cyclists do not use current cycle ways as it is. If cyclists pay road user charges sure go ahead until then I do not want my rates and road user charges to be used for one type of transportation.	While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Thomas	Guldborg	No	If there is a barrier between bike and car lanes it is too dangerous cyclists to pass one another, bike lane will become congested, and riders will use the road. This will aggravate drivers. Two-way bike lanes do not work, and all the bike lanes you have built are overrun by pedestrians.	Cycle safety is enhanced by providing a separated cycleway protected from moving traffic - this will be done by installing hit sticks rather than a barrier. This ensures vulnerable road users are provided a safe area to ride.
Grace	Christison	No		
T	Peters	No		
Josh	White	No	Make cyclelane in centre of the road. There is a wide median strip which could be easily converted or dissolved. To have off street parking and a cyclelane. Think of all those small businesses that are struggling to survive. And now your thinking about taking away customers parks. Making them go bankrupt.	<p>The temporary removal of car parks and current median strip provide the necessary space to implement the project.</p> <p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p>
Justin	Smith	No	Waste of money. Fix our water and sewerage	This project is co-funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
David	McNicholas	No		

Evans Bay Parade - TR98-20

Charlotte	Jarvis	No	wate of money. This should not be a focus when other needs are highly required in the city, like public transport issues and water issues. Cyclists dont use the cycle lanes we have and Island bay has proven this was a waste of time and road use	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Chris	Morley-Hall	No	i would like clarification on the following - At the northern end of the proposed bike lane (past NIWA) why does the bike lane not carry on along the water side (eastern side) and connect back up to the cycle way less than 100 m further up . Instead i imagine you expect cyclist to cross across to the hill side where the current cycle lane is located ? make one cycle way around the bays and make it on the eastern side! Also the cycle way should carry on along the eastern side of kilbirnie park on Evans Bay Parade. This would provide a nice tree lined cycle way instead of allocation for car parks under trees. Instead of just putting water barriers / concrete blocks / road cones in place to define the temporary walk ways/ cycle ways please consider something more appealing such as planters.	At the Northern end of the proposed scheme cyclists can join the existing on road facilities where a safe crossing point is already established on the road. Our long term vision is for a two way path on the eastern side of Evans Bay Pde (seaward side) that links with the work under construction at the North end of Evans Bay Pde with the work happening on Cobham Drive. This temporary path is a Covid response in line with this long term vision. In regard to Evans Bay Pde outside Kilbirnie Park we have recently completed a two way cycleway and footpath on the Western side (St Pats) which is part of connecting cycleway facility in the Eastern suburbs. There are no plans under this proposal to add additional facilities. It is also proposed to utilise place-making materials alongside traditional traffic management devices to improve the sense of place and vibrancy of this scheme.
robert	douglas	No	I think the council should focus on important matter like - Reducing rates to zero for Wellington Business instead of increasing them to 5.2% - Getting car moving, for most road users, bikes and scoters are not an option of getting there kids to school or sports or picking up shopping. - Fixing the Bus problems - Get the library back and running properly I'm a cyclist, I have a electric scooter and I use the bus. This expenditure is not a priority in the scheme of things and using Corvid 19 to justify it is a complete joke.	<p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Lia	Moon	No	I am against anything that is proposed by or in any way supported by Julie Anne Genter and the Green Party as a cynical way to progress their agenda under emergency conditions. This proposal is not properly researched or thought out, nor is it necessary, and JAG and the Green Party will claim it as a victory when it will deliver nothing of value to the people of Wellington.	<p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Anna	Williams	No	I agree to most, but not in full. I launch my sea kayak from the boat ramp next to Cog Park (393 Evans Bay Pde), as my partner keeps his kayak at Kupe Canoe Club secure storage there. To get my kayak there, I drive down with it on my roof, and park on the Eastern side of the road (so I don't have to carry my 5.5m long kayak across the road), before carrying it down to the boat ramp. The closer I can park to the boat ramp, the better - in terms of safety for myself, pedestrians, cyclists, and other road users - as well as convenience. I prefer to use this boat ramp to launch from because the main other users of the ramp are non-motorised vessels and craft - and thus it is safer for me in my sea kayak. What alternatives will be put in place in terms of parking for recreational users of the boat ramp?	The proposal has been adjusted, with the temporary cycleway now planned to go through Cog park so some of the existing parking adjacent to the park could be retained. The temporary removal of car parks provide the necessary space to implement the project.

Evans Bay Parade - TR98-20

Serge	Peeters	No	Does not make sense under Level 2, cost not justified for a temporary solution. Why is this an issue here but not on narrow walking tracks or mountain bike tracks.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Anthony	Yeo	No	This looks like a hastily considered proposal driven by a pro-cycling agenda 1) waste of ratepayers' money. 2) we will move to level 1 soon 3) seems like a covert attempt to trial permanent cycle lanes 4) Many other priorities (flooding in Karori, tagging, local business) Please do not proceed.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine
Ian	Logie	No	Because of the location of Kupe Canoe club in the Sea Scout complex, the loss of parking outside the Sea Scout complex would create a dangerous hazard for kayakers, cyclists, and vehicle drivers. The current car parks allow kayakers to carry their kayaks to the shed and boat ramp without having to cross the traffic. Many of the current kayaks are around 5m long. Evans bay parade is a busy road. When a person commits to cross a road with a kayak on their shoulder, often they will be able to see just one lane as their view will of the other lane will be obscured by the kayak. Preferable would be to have the cycle lanes going onto the wide footpath directly outside the sea scout centre and keep the parking as it is currently. With the dog park on the opposite side of the road, car parking is already scarce at lot of the time.	The proposal has been adjusted, with the temporary cycleway now planning to go through Cog park in order to retain some of the existing parking around the outside of Cog Park. The temporary removal of car parks provide the necessary space to implement the project.
Sophie	Michot	No	Why does this temporary proposition sound like a permanent one? We are now at level 2 going to level 1 before the end of this consultation and far before the Council meets and review these propositions i.e. 11th of June. Is it a way for the Council to do work that it had envisaged without paying the main cost burden (90 percent funded by Waka Kotahi NZ Transport Agency's Innovating Streets Fund)? How much money is going into a temporary action? This public consultation so late in the Covid 19 handling of the crisis is quite baffling.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine This project has a budget of \$200,000.
Gareth	Morgan	No	I don't believe this is necessary and WCC should restrict unnecessary spending as rates affordability is causing substantial mental and financial stress for ratepayers currently. This will be a very visible example of wasteful spending if it goes ahead.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Lucia	Bercinkas	No	Cyclists still use the road effort to develop does no justify the usage and cost	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Nathan	Meyer	No	Absolute waste and underhand tactics.Look at Ringotai rd cycle way never used!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Murray	Grindlay	No	Unnecessary, will hinder traffic flow, the footpath is already a shared pedestrian/cyclist track. With winter approaching and many people back at work, it is unlikely that the number of walkers and cyclists seen during the lockdown good weather will continue. (I am a cyclist and occasionally use that route.)	While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Arthur	Pan	No	It is a waste of money and will be unused whilst causing traffic and safety issues	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Phillip	Bolton	No	This appears to be way of installing cycle lanes to the detriment of parking. By the time they are completed it is likely that social distancing will be to a point that these are not required. There is no guarantee they will be removed	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Kevin	Clarke	No	Keep Lycra lizards confined to a veledrome.	No response.
Martin	White	No	There just isn't enough traffic to make this necessary. If people can be in the same cafe, cycling past each other without touching is hardly a concern.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Duncan	Domett	No	Why are u doing this now The less disruption the better after what we have just been thru !	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine..
Mark	Walker	No	To remove 140 plus car parks from the area will cause absolute chaos, there are multiple apartments in the area with no car parking plus multiple other residences with one car park in a 2 vehicle household. the footpath in this area is already relatively wide.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project.

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Mark	Huttley	No	This goes against the long term plan for the area and is a knee jerk reaction ! The cost is not specified in the proposal and therefore the value proposition is not proven. The winter months are upon us and the number of cyclists significantly reducing. A couple of key items come to mind: when is the road speed going to be reduced along Evans Bay Parade ideally 30 or 40 Kmh as there are times of the day where i take my life in my hands trying to cross the road ? Secondly, despite large areas having been converted to cycle lanes it is still not compulsory for cyclists to use the cycle paths and therefore causing poor traffic flow and endangering cyclists as vehicles attempt to pass them on very much narrower roads!	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. There are currently no plans to reduce the speed limit on this road.
Anthony	Forlong	No	I am a cyclist, and in my opinion this is not necessary on this stretch of road. The lost of parking will be a major problem.	The removal of car parks is required to provide the necessary space to implement the project.
Jenny	Bun	No	Dear Wellington City Council, We are submitting about proposal TR98-20 which affects our business directly. Losing our P120 parks across the road makes our business effectively worthless. We respect your thought to improve travels modes and paying attention to the effects of COVID, but we think it's a bit of an oversight. Since, our business has also been affected, and if this proposal goes through, it will only worsen. The act of removing those temporary car parks across the road from us will affect business because: The majority of our customers arrive by car, we do not rely heavily on foot traffic. Approximately 4-6 cars can park there at once, over the span of a day, that brings a large number of customers to us. Our customer base is predominantly senior. The car parks are close and accessible for the elderly. If they cant park there, they dont come in store. We would appreciate it greatly if this proposal was not followed through, or possibly not this section of the road. It will have a massive impact on our business. Thank you.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Rob	McGregor	No	This proposal will remove 159 car parks from an area where car parking is already a problem and replace it with a 'temporary' bike lane - I am opposed to this proposal	The removal of car parks is required to provide the necessary space to implement the project.
John	Bishop	No	This is an extraordinarily stupid proposal even by the standards of the WCC. There is hardly enough room now for cards, and removing the carparks will only make it harder to get around. Drop the idea!	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The removal of car parks is required to provide the necessary space to implement the project.

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Robbie and Christine	Selwyn	No	The volume of bikes does not justify the loss of the carparks. Alternatively bikes should ride on the footpath divided by a painted white line to separate bikes and pedestrians.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Daniel	Warsaw	No	I am concerned about some of the elements of the proposed pop-up cycleway on Evans Bay Parade between Greta Point and Cobham Drive. While I'm wholeheartedly in support of the development of a permanent cycleway between these points, as a resident of Evans Bay Parade I am concerned the current proposal for a temporary cycleway, specifically "TR98-20", does not adequately consider the significant impact on the high density neighbourhood in the Greta Point area, particularly the large-scale reduction in on-street parking spaces in an area where a number of properties have multiple residents and/or have no off-street parking. Additionally I am concerned the removal of such a large swathe of on street parking will exacerbate the already high demand on parking spaces in this area by users of facilities like the Hataitai Dog Park, Cog Park, Hataitai Beach and a number of local businesses such as the Greta Point Cafe (a "destination cafe"), a restaurant, two Day Care Centres, a Motel and the large NIWA campus. I also ask Council to also ensure that the pop-up cycle way be aesthetically designed to fit with the unique cultural and natural heritage along this route, particularly around the Patent Slip heritage precinct, Cog Park and Hataitai Beach section, and continue to provide for suitable pedestrian amenity in this area. Finally this is a very busy road and I believe it would be best to also reduce speed limits in the narrow, high density area from south of Hataitai Beach through to NIWA from 50 to 40km/h. In summary, while I am submitting against the proposal in its current form, I am not against the concept of both a temporary and a permanent cycleway being developed appropriately in this area. I ask that Council further develop this proposal, taking into account issues I have outlined for our neighbourhood and provide an updated design back	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Digby	Paape	No	Citizens are scared of public transport, now, and for a long time to come. They are reverting to cars. More cars on the road mean MORE parks are required and road room. This move of the council has unintended consequences, which are more traffic congestion, slower commuting times, and the need to park further and further from the CBD. There will be a few switching to cycles until wintertime. They are young, fit, don't shop, or have children. FYI. None of the changes affect me personally.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.

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Andronicos	Economous	No	How can you without consultation and with minimum notice decide on the future of a piece of road you don't live or belong to and by doing that remove my rights as a rate payer as where I can park and not park, and furthermore remove my basic ability of visiting a cafe or restaurant that at my age need close quarter Parkin	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
Jon	Pottinger	No	This is totally unnecessary and a complete waste of ratepayers money and removing the car parks is ridiculous. At a time when the cities infrastructure is in desperate need of major repair what is this disfunctional Council thinking??	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project.
andy	economous	No	I oppose to this as it will disrupt and have a impact on many peoples way of life and ability to earn a living, whether they are the sea cadets or the Yoga classes or the Greta point cafe or the yacht club. And any way go down there and see for yourselves if you really need to remove the bus and car parks.get real	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Tina	Economous	No	I would like to oppose the change of plans for the bikeway. We need those car parks - where are we supposed to park? There aren't enough car parks as it is.	The temporary removal of car parks provide the necessary space to implement the project. Providing additional space for cyclists and pedestrians to support more mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Murray	Thomas	No	I am an active Member of the Evans Bay Yacht Club On Race Days which are most Saturdays in Summer and every 2nd Saturday saturday in Winter we rely on the parking outside our clubhouse and the loss if Parking would have a serious effect as there is insufficient offstreet parking. As a compromise can I ask that for the duration of the restrictions Members of local clubs and affected residents are allowed to park in the Marina Trailer park. This area is really full even on the busiest Summers Day	The temporary removal of car parks provide the necessary space to implement the project. Providing additional space for cyclists and pedestrians to support more mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
James	Sheppard	No	Oh my lord Stop screwing up the Eastern suburbs Roads i.e. Crawford road & Rongotai road are a complete waste of time and valuable Money & Resources, hardly Anybody uses it nor are they even Cleaned 2 twice weekly like Not ever ! I'm a Cyclist and I Ride on the Road not on Any of your Stupidly placed cycle lanes !! to this Evans bay version to be Removing over 160 Carparks and Bus stops is absolutely unacceptable the Ignorant traffic planners need to go back to College or maybe Kindy before Ruining more of the Wellington suburban streets & roads !!	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Aaliyah	Tainui	No	Affects the parking for Greta Point Cafe customers	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Dorothy	Lee	No	It is already hard now during the weekend to find a car park to visit my local cafe, taking away even more will make things worse. I also feel for the cafe on Evans Bay Parade as they are a small business and already struggling due to Covid-19. Council should be helping and supporting small businesses, NOT making things more difficult for them. I hope they get some financial support if this goes ahead.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Tola	Born	No		
Hou	Hoen	No		
Mee Moi	Edgar	No	I walk along the bays as I'm lucky to have reasonable mobility. However for those with families/reduced mobility or live in the area, where are they going to park their cars? I don't believe it justifies removing over 150 parks for some cyclists as conversely there will be reduced usage of local businesses and facilities in Oriental Bay and surrounds when we want to encourage more people to be outdoors and not inside all the time during flu season. Terrible idea. Our risk for catching COVID-19 outdoors is minimal (~1% to 4% apparently). I'd rather central government give the money towards our water and sewage pipes.	The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Kate	Duckworth	No	- I live in this neighbourhood at Greta Point. What a fabulous part of the world to live in. We are blessed. We regularly cycle and walk around this area and generally we are all for cycle lanes. We love what is being done with the widening of the footpath and cycle way from the city to Miramar as we regularly use this route. We have found it easy to physically distance around this area during COVID-19 and I do not believe the spending on temporary measures is justified. We have found fellow cyclists and walkers very respectful and trust that drivers will be too as they return to the roads in larger numbers.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Leanne	Leelo	No		

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Antonia	Pappafloratos	No	Will affect the Greta Point Cafe and visiting friends in the area. We need to support our local businesses not close them down.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Shiree	Hart	No	The poor cafe business there had to close for 7 weeks. Now you seriously want to prevent anyone visiting them by taking away all those car parks. Businesses in hospitality are already struggling now you think it's a great idea to twist the knife? Common di the right not the dumbest thing.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Kale	Joines	No	I am in the greta point apartments and utilise the on street parking like so many others in these multi-tenant apartments because the inside parks of our premises are contractually for visitors only. Not quite sure what is going to be achieved here when we've been in lockdown for 7 weeks, and the WCC are only proposing this change now? We're come out of lockdown into level 2? Unlike a few areas around the bay, I think this stretch of road can easily accommodate people in both directions maintaining 2m - easy. I have walked, biked and run this the entire lockdown without any concern for space? Also, if this knee jerk reaction goes ahead where do they propose the 145 cars park now?	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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James	Eastall	No	Where do you expect the cars who can not park in the complex to be parked when you temporarily remove these car parks in Evans Bay Parade. The car parks in the Greta point are not for residents and are for guests only. Of the majority of the 100 terrace homes next door up Niwa Are 3 or 4 bedrooms and have multiple couple living in them and only 1 allocated parking space when there are more than one vehicle per unit. We have been living in Greta point since it was first built and we need our vehicles because we and other residence work in construction (a lot of tools taking to work each day) (design transporting a lot of large items everyday) aviation (getting to work around 3-4am) medical staff (starting 11pm and 5am switch overs. None of the busses Services can accomodate a majority of the times to get people to work in certain fields and yet when we bring it up to some of your councillors the only response we got to our face was: 1 sell up and move 2 change your job The arrogance and negative attitude towards people who have cars is highly noticeable. Have Wellington city council got plans to start charging road user charges to cyclist? Does this mean that we now pay less rates because we won't be able to park out side our house and have to park the cars/utes about a 20-30 minute walk away from home which we still need for our jobs? I said to a council staff how great it is to have a car and go on road trips around the country and her response is: I am the problem we are polluting the country! I'm actually supporting a lit of domestic business travelling in NZ I said there is nothing wrong with seeing family who live a long way from Wellington I said it doesn't hurt to gather mates and go for a drive to Taupo and Rotorua and got hikes. I still received arrogance and the answer: People like me should be living in the Hutt! If you don't the like the changes in Evans bay	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Maria	Giannakakis	No	We like to park around Greta Point to visit and support the local cafe there. Afterwards we walk around the waterfront with our young children and explore that part of town.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jay	Garden	No	Parking in the area is already at a premium. I don't know where those 100+ cars would have to move to. I am also a cyclist, riding to and from the CBD every day, and I just don't see the point. It is working perfectly adequately as it is. The proposal would not improve safety for cyclists or efficiency for cars.	The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Robbie	McDougall	No	Thank you for the advice regarding this proposed change. My feedback is: 1. I am an active cyclist including commuting to and from work daily. In my experience the majority of cyclists utilise the road NOT the footpath. This includes family groups on weekends. I therefore fail to understand how this proposed change contributes to social distancing or safety. 2. This complex comprises 90+ units and have very limited parking. Evans Bay Parade has, as a general rule, cars parked all day on it, most around here residents and or staff of neighbouring work places. 3. what cost/benefit analysis or research has been done? Council is obviously under the impression the pathway is regularly used by cyclists which it is not.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Mike	Woods	No	Make the cycleway one way as the WCC is not widening the road, but widening the footpath into the road, thus reducing the width of the road!! This will impact on parking for residents - loss of 145 car parks. I am a cyclist and I use the road as the surface is better and it has less interference with pedestrians. It is also faster, constant and I do not interfere with vehicle traffic. Please don't use Covid-19 as an excuse for your land grab into what is a beautiful wide road. This road if reduced in size will impact on the traffic flow and the big trucks that use this alternate route. Could I have the survey results for cyclists who use the footpath along Evans Bay into town each morning? It wont be many. This will be similar to the St Pats extension of the cycle way - few cyclists, loss of parking, reduced roading.. .Have you factored in going the other way eastwards towards the sea to widen your cycleway? We have gained the freedom campers and lost parking due to "park and ride" and the frequent users now we and the public have to park further away to walk along Coburn drive or when they want to use Kilbirnie Park. Students and staff at St Pats already use the marina and Evans Bay for parking which is already at a premium. Hataitai Beach has lost parking so how do whanau access the beach and facilities. We residents have had to put up with the Evans Bay St Pats cycleway, Coburn Drive development, the Freedom Campers dumped on us and now this extension of a cycleway few use. Linking Covid to the cycleway is cynical and poorly thought through health and roading policy.	The temporary removal of car parks provide the necessary space to implement the project. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
dfgs	rg	No		

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Tom	Law	No	1. These are perported to be temporary arrangements required by additional foot and cycle traffic as a result of covid 19. As New Zealand is now in level 2 heading toward level 1 and out of all levels, I question whether the need for this will continue to be needed. 2. In the light of other financial commitments (particularly the high costs of infrastructure water, sewerage, etc) I am not convinced that expenditure on this proposal can be justified. 3. Expenditure on existing initiatives re cycleways (Island Bay) need to be completed first.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Ross	Madgwick	No	To respective Councillors I wish to provide a submission on the proposed change relating to TR98-20 In respect of this submission I believe that there are a number of points that need consideration. One is the definition of the word Temporary for this proposed change, ie how long is Temporary?? In this context please consider providing some Temporary car parking in either the Patent Slip area, Cog Park, or the dog exercise area for residents of The Patent apartment complex and customers of the Greta Point Café as indicated in Item 3. 1. There is doubt in my mind that the proposed change will NOT achieve the social distancing required as indicated in the proposal to achieve the requirements of the COVID 19 Level 2 restrictions. My reasoning for this is simply that during lockdown in Level 4 people cyclists included did not keep social distancing in the proposed area even when using the pedestrian/cycleway closer to the sea. 2. There are a number of residents in the area proposed that will be affected by the removal of unrestricted car parking. This is grossly unfair to the residents of the adjacent properties. 3. Greta Point Café is one of the small businesses in the affected area that relies on the restricted carparks in the area to attract business and these carparks are constantly in use by customers of the cafe. 4. Removal of the carparks will adversely affect the users of Hataitai Beach and the use of Cog Park, both of which are highly patronised at all times of the year. Car park removal as proposed will create a significant hazard to pedestrians who will be forced to cross the busy road to Cog Park and Hataitai Beach. 5. It is very noticeable that in an area that is approximately halfway between Rata Street and Belvedere Road there are already signs indicating that the footpath is a dual use for cyclists and pedestrians. In my view it would not take a lot of effort	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
Ray	Patton	No	to extend this practice as indicated in my proposal below. 6. I am among several over 70s, in my apartment complex and the general area, who do not venture out very far and will continue to rely on family and others for grocery shopping, medical deliveries, social visits etc. Where will these visitors be able park in an area that is already very congested?	The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change

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Carole	Edwards	No	This is trying to fix a problem that does not actually exist. I walk this path every day and it's perfectly possible for cyclists and pedestrians to keep their distance. There is insufficient parking in the Greta Point area to start with; removing so many parking places would be disastrous for the businesses in the area (including 2 cafes, 3 childcare centres) which are only just getting back on their feet. Losing these car parks, plus a bus stop, is a huge sacrifice for a problem that isn't even a problem. The real problem is on the section of un-shared path from NIWA to the start of the widening works near Point Jerningham. This path is very narrow, especially around the bays (Weka, Balaena, Little Karaka) - certainly not wide enough for cyclists to be on. But that doesn't stop them. Every day there are cyclists on that path, causing problems for pedestrians. It's totally removed the pleasure of walking round the bays. When I challenge them they are invariably defensive, unrepentant and arrogant. Please Council, concentrate on these law-breakers! We need proper, clear, unambiguous signage to declare that cycling is not allowed on this section of path and that action will be taken against those who flout the law.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. We propose to introduce these changes to provide additional space for cyclists and pedestrians so that they can exercise social distancing in response to Covid-19 guidelines. Providing dedicated space will also improve the safety of vulnerable road users
Felicia	Quirk	No	How are we supposed to support local businesses with no car parks	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Maria	Pappafloratos	No		
Andy	Economous	No	I oppose the proposed changes to Evans bay parade Hataitai as it's directly opposed to the governments aim at supporting all businesses in this current covid19 situation. By removing car parks and a bus stop will have a direct affect on peoples livelihoods temporary or not it should not even been tabled.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Erin	Pearce	No	First, the worst of the Covid-19 related restrictions will be over by the time this plan is due to take effect. Second, it seems like a waste of money at a time when we are likely to be charged more for council fees that are already pretty darn high. Third, taking away parking spaces in such volumes in a fairly busy area will just cause issues as people compensate for the lack of spaces in narrow and crowded side streets that are already excessively crowded.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary removal of car parks provide the necessary space to implement the project.
Charlie	Gubb	No	I think it's crazy to wipe out so many parking spaces for cyclists. A lot of houses that the council gave consent to build have no off street parking already. It would be chaos if this goes ahead. The roads are already wide enough for competent bikers and the footpaths are safe for young family's. Look at the cycle lane made outside st pats town college. 90% of cyclists don't use it and it's made the road dangerous. Please consider the majority here not the minority of cyclists	The temporary removal of car parks provide the necessary space to implement the project. Providing additional space for cyclists and pedestrians to support more mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Kosta	Pantelis	No	we are supposed to be supporting local businesses - how is this supporting them?	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Peter	Butters	No	Please do not go ahead with the proposed temporary cycle lane. Removal of 14 P120 parking spaces and 145 unrestricted spaces in an area woefully short of spaces already is bonkers. These spaces are heavily used by local residents, visitors, café users, delivery vehicles, tradies and taxis. What alternative parking has been considered? I'm totally for making paths safer for pedestrians and giving them space from cyclists, scooters, and other e-vehicles but please solve that issue without creating bigger problems.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Helen	Fry	No	Parking used by local residents along Evans Bay Parade and who now work from home will struggle to find parking. No alternative parking arrangements under this proposal have been offered by council. Local Greta Point Cafe customers will have very limited parking. Level 2 has seen less cyclists on the road and congestion occurs closer to Oriental Bay where there are roadworks underway and not along Evans Bay.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Bryan	Johnston	No	I strongly object to this 'temporary' measure. During the lockdown this area did not present a problem in having one's 'social distance' correctly applied! Please consider where you might relocate the street car parking already in this area before any attempt to remove it proceeds. There are 3 day care centres, three housing complexes in the area and yet there are no services like shops nearby - public transport in the area has improved but it is still far from adequate to allow anyone to consider being car-free if they live, play or work in this vicinity. Please understand that the majority of people living in this area DO NOT work in the CBD - there are many nurses, plumbers, builders, architects, caregivers, Taxi drivers, couriers, students, airport staff, etc that CHOOSE to live here because the inner city does not offer the parking they need for vehicles required to get to work. I'm sure any cyclists that use Evans Bay Parade to go to and from the city only come this way on a wind-free day and jump on a bus or use their cars on the windy days. Sarah Free and Sue Kedgely once turned up here to tout for votes at election time In Winter - and both came by car.... I knew the extension of the cycle way from oriental bay past here would be controversial and I strongly object to this 'Covid-19' effort to slip it into our area without full consultation with all interested parties. Perhaps you might consider asking NIWA to allow all local residents to use their carparks - if so then the roadside parking might not be necessary any more.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Peter	Moore	No	The road is sufficiently wide for safe use by cyclists not wishing to use the existing shared footpath. This proposal places cyclists travelling in both directions at greater risk from vehicles using the various driveways along this route; the NIWA entrance in particular. Removing parking and access to Hataitai Beach and toilets will impact many users. Overall I believe social distancing can be safely achieved by just cycling on the current road as many already do.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Peter	Rankin	No	Long term, a continuous cycle way from Oriental Bay to Miramar will be brilliant, but this short-term, temporary, rush-job is being pushed through without sufficient thought. For example, the abolition of the P120 parking places outside the only two cafes on Evans Bay Parade just as they are struggling to re-establish themselves after the Covid lockdown and then the Level 2 restrictions that halve their capacity will probably force both of them to close. They have not been properly informed of the proposal. The Cambodian owners of the Greta Point Cafe are extremely stressed by this sudden disruption of their attempts to re-establish their business. Mr Abdelghani at the Marrakech Cafe was not even aware of the proposal until we mentioned it to him. To rush this through as a 'temporary' measure claiming it will enable social distancing when we do not even know what social distancing requirements will be when it is completed is very poor 'on the hoof' policy. Do it properly, do it permanently (which is clearly part of the plan) and do it with proper consultation.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Virginia	Saffioti	No	I am concerned as a ratepayer that we are losing more and more valuable car parking spaces to cyclists who somehow seem to have endless concessions made for their hobby. Lots of others enjoy these areas and there is ample space for cyclists on the road. I would not be happy to see any ratepayer funds going towards these projects when our city's infrastructure is crumbling	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
andronicos	economous	No	I oppose the proposal on many levels temporary or not. Firstly the notice given is way too short for proper evaluation and parking is of utmost importance not double cycle lanes. The cost to us is not welcomed or necessary. Our law is not arbitrary and proper procedures should be met before you interfere with peoples lively hoods. Shame on the councilors pushing for these unacceptable plans	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
margetina	economous	No	I oppose the proposal on many levels temporary or not. Firstly the notice given is way too short for proper evaluation and parking is of utmost importance not double cycle lanes. The cost to us is not welcomed or necessary. Our law is not arbitrary and proper procedures should be met before you interfere with peoples lively hoods. Shame on the councilors pushing for these unacceptable plans	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>

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andy	economous	No	Firstly I oppose your planned changes.Its a shame that people we should trust end up in power with the ability to have a change on peoples lives and livelihoods.The notice given is way to short to have a proper response by the public to the said proposal.Temporary or not or the use of covid19 excuse is deplorable but a sneaky way to introduce changes. Parking is of premium and your removal of them is deplorable to say the least and for what?? cycle lanes for 4% of the Wellington population. Shame on you all and double shame for wanting to spend our hard earned money in times of crisis	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
Tyler	McRobie	No	As a resident in the Great Point complex, the removal of 145 unrestricted parks would have a significant impact on these residents. These parks are full the majority of the time and would leave many who own cars unable to park their car within 500 metres of their house, which is absurd. Cyclists and pedestrians already share the footpath outside NIWA and Greta point without any problems so it seems to be overkill to make residents lose their parks for this. Please consider the impact this has on the Greta Point residents who already him minimal parking options as it is. Thank you Tyler McRobie	<p>The removal of car parks is required to provide the necessary space to implement the project.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Edith	Campbell	No		
ailsa	campbell	No	where are dog walkers supposed to park when visiting the only fenced-in dog park in the eastern suburbs?	The removal of car parks is required to provide the necessary space to implement the project.
Peter	Adams	No	I object particularly to the removal of the parking spaces opposite the Greta Cafe, as this will likely destroy this very popular business. I also think the removal of the parking spaces along the Greta Point frontage will be very onerous given the number of residents living on both sides of the Parade at this point. As a frequent walker along this part of the Parade I can say that there is not a problem with cycles and and pedestrians keeping a safe distance apart. Please do not destroy the cafe business which is also very popular with cyclists!	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Dion	Ngatoro	No	<p>We strongly oppose the removal of 145 unrestricted parks. We are residents of 312 Evans Bay Parade. We work in Wellington City and Upper Hutt City. We have 1 household car and 1 work car. We rely on close proximity to our house as we have 1 newborn baby and 1 child with special needs. Having carparks outside our house and when not available, across the road by Marrakech Cafe North and southwards is very important for us to safely manoeuvre between our house and the car with 4 children. We believe the roadworks that will occur will bring more traffic to the area and become even worse/unsafely for residents with children to safely cross. We suggest if this were to go ahead the following: 1) Implementing resident parking outside 312-316 Evans Bay Parade for residents of 312-316 Evans Bay Parade. Occupants at the Greta Point apartment complexes have the use of 1 garage and 1 offstreet park so should therefore not be advantaged and others not. 2) Removing the x2 5 minute carparks outside 312 Evans Bay Parade and converted to resident parking also. 3) Applying 5 minute parking to those parks directly outside the Active Explorers daycare (normal rules). This suggestion is for the duration of construction of the cycle lane. We would like to highlight our strong opposition to this. We feel this will affect our family mentally and physically if implemented and other measures not put in place. This will affect our livelihood and daily life strongly. Thank you</p>	<p>The removal of car parks is required to provide the necessary space to implement the project.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
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Llani	Ngatoro	No	We strongly oppose the removal of 145 unrestricted parks. We are residents of 312 evans bay parade. We work in wellington city and upper hutt city. We have 1 household car and 1 work car. We rely on close proximity to our house as we have 1 newborn baby and 1 child with special needs. Having carparks outside our house and when not available, across the road by Marrakech cafe north and southwards is very important for us to safely manouvre between our house and the car with 4 children. We believe the roadworks that will occur will bring More traffic to the area and become even worse/unsafier for residents with children to safely cross. We suggest if this were to go ahead the following: 1)Implementing resident parking outside 312-316 evans bay parade for residents of 312-316 evans bay parade. Occupants at the Greta Point apartment complexes have the use of 1 garage and 1 offstreet park so should therefore not be advantaged and others not. 2)Removing the x2 5 minute carparks outside 312 evans bay parade and converted to resident parking also. 3)applying 5 minute parking to those parks directly outside the Active Explorers daycare (normal rules). This suggestion is for the duration of construction of the cycle lane. We would like to highlight our strong opposition to this. We feel this will affect our family mentally and physically if implemented and other measures not put in place. This will affect our livelihood and daily life strongly. Thank you	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Dion	Ngatoro	No	I would like to point out that Parking along Evans Bay Parade is at a maximum already with residents have to struggle to locate parks day on day. This is due to non-residents parking and then leaving their cars for days on end, city workers parking and catching the buses into town avoiding parking costs and residents of the Greta Point Complex residents not having enough parking due to the number of persons per house. We as residents of 312 -316 Evans Bay Parade would recommend residential parking along the western side of Evans Bay Parade. kind regards	The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Julia	Burgess	No		
Victoria	Young	No	I am a cyclist but do not agree with the purposed pop up bike lane along Evans Bay. On street parking in that area is already at capacity and removing it will cause undue chaos for motorist and residence. Where are the cars meant to park. Removing car parks will not make Wellington a cycle friendly city or reduce the amount of cars on the road. Works like this only cause people to be angry at cyclists and people to become more aggressive towards them.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Julie	Gubb	No	All of the parks along the E side of Evans Bay Pde are absolutely essential it would be impossible for residents , visitors , workers & those using facilities in the area to function without these parks . The very idea of taking these parks away is ridiculous there is no way this can or should happen . At a time when the WCC should be tightening it's purse strings and spending only on works essential to strengthening the function and vibrancy of the city , this would a total waste of money not to mention the chaos it would cause . This proposal must not go ahead .	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Jez	Thomas	No	This is definitely a good spot for somewhere that's dangerous for cyclists commuting. The problem with the suggested route is that most cycling commuters who head into the city from this far out are doing 20km/h+, and the ebikes way more. So they're too fast to be following the narrow planned route and will just continue to use the road. And this is another general problem with cycle lanes; car drivers get even more crazy when there's a cycle lane and bikes are still using the roads. I experienced more road rage to cyclists in Sydney when I lived there then any other single factor.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Shayne	Mcclure	No		
nenab	natho	No		
Nick	Kan	No	Making it a cycle way is the dumbest thing that I have ever heard, I'm sorry for being blunt but really!? Making it a one way what a joke it is already congested enuff, the foot path is wider than the road and gess what more people use the road than the foot path it is common sense if something is working dont break it. Thank you Kind regards Nick Kan	We propose to introduce these changes to provide additional space for cyclists and pedestrians so that they can exercise social distancing in response to Covid-19 guidelines. Providing dedicated space will also improve the safety of vulnerable road users.

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Marcus	Cranfield	No	<p>Hi there The current Government is saying jobs, jobs well this cycle lane is creating more job loss. You will destroy any cafes that operate along this pathway as customers will no longer be able to park there. It is difficult enough to get parks at the best of times as Wellington. Wellington City Council in all their wisdom allowed the apartments to be built on the Maori land at Greta Point and they all appear to have two cars each so they were forever parking in the daycare parks when our kids were there in Greta Point. At one stage we where parking in the middle of the road with hazard lights to drop kids off to daycare. This cycle lane will end up killing businesses, killing jobs and killing people including young children being dropped off to daycare. With COVID-19 killing businesses the Wellington City Council is going to kill any other businesses that survive. This toxic decision is why there is so much disharmony and opposition to WCC. No one will be riding to work as they are all working from home. If you actually monitored the current bike lane heaps of them ride on the footpath anyway - especially the wider footpath you have made which is going to cause pedestrian deaths. This Government and council are going to kill businesses forever and you will work this out when you jump on your bikes to get a coffee and there are no more cafes left or daycares to put your kids into it. And in turn no rates or taxes to pay your salaries and debt obligations. This is a disgraceful move under shovel ready COVID rules.</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of car parks is required to provide the necessary space to implement the project.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Malcolm	Shaw	No	<p>1. What on earth has Covid-19 got to do with cycle lanes? Cyclists will easily keep within 1.5 meters social distancing otherwise there would be a mixture of spokes, chains, blood and anguish. Cyclists are not that stupid. 2. What is meant by 'temporary'? Is it two months or two decades? The paper should define what 'temporary' means. 3. It should be remembered that Evans Bay is an important recreational area for Wellington - Cog Park, Hataitai Beach, Evans Bay Yacht Club, etc. People visit from around the city, and it is surprising that WCC officials have not observed the large number of times that every available carpark is taken. It is essential to retain the limited carparking currently available for the many visitors to Evans Bay. 4. Reference to Grid coordinates are gibberish - it is an insult to residents. Overall, the paper is poorly researched and poorly presented, and should be an embarrassment to the officials and councillors who prepared it. It should be withdrawn forthwith.</p>	<p>We propose to introduce these changes to provide additional space for cyclists and pedestrians so that they can exercise social distancing in response to Covid-19 guidelines. Providing dedicated space will also improve the safety of vulnerable road users. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p>

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Theresa	Reid	No	I find it incredible that you would take away car parks for two cafe/restaurants along Evans Bay Parade when we have just come out of lockdown level 3 and they have been able to open to some degree. The Covid 19 funding is to help people and businesses get back to a new normal. They have both been hard hit by the lockdown and now what you are proposing will completely destroy their businesses. I find it disingenuous to use Covid distancing as an excuse to create a temporary cycle way. Most cyclist breeze past each other in a flash and are at far less risk of contamination than pedestrians. There are different types of cyclist, the athletes who go about 40- 45 kms an hour as do the electric bike cyclists. If the cyclist lane is blocked by an ordinary going to work bike rider, the athlete will use the road. Similarly learners and parents with children will likely use the footpath as they do now. This proposal needs proper consultation for permanent solution.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. We propose to introduce these changes to provide additional space for cyclists and pedestrians so that they can exercise social distancing in response to Covid-19 guidelines. Providing dedicated space will also improve the safety of venerable road users.
Catriona	Evensen	No	I walk the dog at the dog park - and this would restrict access to it	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
Andrew	Scott	No	What a waste of money. It is extremely difficult to believe that this has anything to do with covid-19 - never waste a good crisis.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Callum	Leslie	No	I currently live at 305 Evan's Bay Parade. As it stands, it is difficult to park in this area, and ample parking is not provided within the complex for residents. There are limited spaces for parking across from the complex, with only several parks available between 90 approx apartments. With the removal of these parks, residents will need to walk upwards of 200m to the complex from vehicles. With parking already at a stretch, this feels unfair for a route which is not serviced frequently enough by metlink. The sidewalk along this stretch of Evan's Bay Parade already acts as a successfully shared cyclepath, so I fail to see the necessity for a dedicated cycleway here and feel that the cons of a pop up design have not been factored in. Kind Regards	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
Chris	Cresswell	No		
Graham	Ashworth	No	Have you gone completely mad? How does social distancing in an outdoor recreational activity limit the spread of Covid-19 when there is no community transfer. This is a total waste of ratepayers money	We propose to introduce these changes to provide additional space for cyclists and pedestrians so that they can exercise social distancing in response to Covid-19 guidelines. Providing dedicated space will also improve the safety of vulnerable road users. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Paul	Fraser	No	Even as a temporary measure, this proposal makes no sense. It will cause unnecessary inconvenience and distress, for little apparent advantage. There is an existing two-way bike lane along the eastern side of Evans Bay Parade. This bike lane has plenty of capacity, even with the temporary social distancing measures that are in place. The addition of a (presumably dedicated) two-way bike lane serves no apparent advantage - more so given that it will take 3 months or longer to install. By the time the new temporary bike line has been installed, it would be a reasonable assumption to assume that current social distancing guidelines will have either been further relaxed or have been removed completely - rendering the 'pop-up bike lane' redundant. In the meantime, some 160 car parks will have been removed. Some parts of Evans Bay Parade, such as around Greta Point and Cog Park, have significant car parking pressures already. To simply remove this parking will create unnecessary inconvenience - where are these vehicles expected to park? And for those aged residents or those that have mobility issues - how are they expected to safely and comfortably secure convenient parking? And what of the local businesses - the restaurant and cafe? This proposal removes time-restricted parking spaces set up purposely to support their trade. At a time when they're struggling to trade post-lock down to remove parking availability for their customers is short-sighted and cruel. Then there are the social clubs (Sea Cadets, canoe and paddle clubs, etc), Sea Scouts and dog park users that require regular access to local facilities. This proposal is not only non-nonsensical, it makes no consideration of the local and broader community that regularly uses the area.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Mark	Dommett	No	The proposal for a temporary bike lane is not based on reasonable need. Social distancing may well not be required by the time this is enacted and there is no limit to the "temporary" measure. This will cost significant money and cause unnecessary disruption, where funds could be better used. I do not agree to this.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project.
Scott	Figenshow	No	PLEASE DO NOT PROCEED with these pop up bike lanes. They are a waste of money; we do not need them for social distancing. the loss of carparks will devastate our local cafe. WCC should focus all of its resources on fixing our ageing wastewater and water infrastructure, and adding affordable housing. the Evans Bay - Oriental Bay cycle way works. have made it more dangerous for cyclists as the road cyclists won't use these new paths, and the carriageway is narrower increasing risk of car - bike accidents. Ive stopped riding my bike altogether in the city.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Norman	Gray	No	I'm not sure what you are thinking. Obviously you don't have a plan for where those that use street parking who live in the Greta Point Apartments/ townhomes and the new Iwi apartments. Likewise where are diners in the Greta Point Cafe and Marekesh suppose to park? are you trying to ruin these two businesses? Why would you do that? Have you actually observed who uses the current shared walking and bike path? It is very few bicycles. MOST bikers ride in the road already and the vehicle traffic is coping with them and have for the 6 1/2 years I have lived in this apartment. Again I ask, WHAT ARE YOU THINKING? PLEASE do not implement this seemingly senseless idea.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Mahtab	Assadian	No	This area has a wide sidewalk. There is not any car park available near this area. Also, it increases the number of people who are walking on the sidewalk, because people park the car farther and walk home	The removal of car parks is required to provide the necessary space to implement the project.
Kelly	Moore	No	Removing P120 carparks on the seaside of this amazing swimming spot, public parkland areas is not a sensible idea. Keeping the current parking makes it safer for families, elderly and general public to continue using than having to always cross the road each time they want to go to the beach, play Tennis, enjoy the parkland space etc... Cyclist are safer to continue biking on the road around this area to leave walkers, dogs on the leash, prams and you families enjoy the footpath without bike commuters flying past.	The temporary removal of car parks provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. So we will be able to learn from them.

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Murray	White	No	Where are residents meant to park? (removing too much parking, especially for the Greta Point Apartments). You've marked out P120 parks, but actually, a lot of those are unrestricted overnight, for residents to use to park. If this is 'Temporary' â€” when does it end? This response seems to have been too slow. If this really needed to be done, it would have been done weeks, or over a month ago? You're doing this for 'Social Distancing guide lines' and yet today the Govt announced that from Friday noon, groups of more than 100 people will be allowed. I think there was another comment in the news about Social Distancing for Busses, and the need to encourage people to cycle? â€” Yes busses probably are only able to operate at 50% capacity, but a lot of people now, many businesses and organisations in Wellington have now adopted the 'Working From Home' attitude. So you'd probably find that even if busses were allowed to be full, they would probably only be half full anyway. Another point is Winter is coming. So if this is a temporary measure for say 3 months â€” how many people are you realistically expecting to be out cycling along here in the middle of Winter, when its darker, and colder? If anything they will get wet and catch a cold. And then expecting residents to park their cars a lot further away from where they live, may mean they have to be out walking in the miserable weather, causing them to also catch a cold.	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. .
Jakob klare	Paul braye	No	it is not clear if it is a shared pedestrian cycle way. if this is in the plans shared pedestrians and cycles are not appropriate and not a safety improvement - the need for physical distancing of a cyclist going past a pedestrian seems a long stretch	
Sarah	Boddy	No	Strongly disagree. Have you thought about residents and where they park? Physical distancing is likely to lower in L1 so this is just poor play by WCC. I would like to make a submission. And given COVID times I have not been checking my mail box. Surely you can use email? VERY annoyed by this.	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Ali	Haghnia	No	The lane is already wide enough. There's no traffic congestion for bikes. We're going down to level 1 soon. So the whole purpose of this plan will be under question anyway. There won't be enough car parks in the area once the proposed change is made.	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Tim	Cosgrove	No	As I live in the affected area and walk the proposed cycleway route almost daily I believe I am well placed to provide feedback on the proposal. I oppose the proposed cycleway because: "The width of the existing cycleway/walkway is more than adequate from the proposed start point all the way to Hataitai Beach. "The linkage to COVID controls is a weak one. The current relaxing of social distancing guidelines means that it is highly likely that by the time any cycleway is operational social distancing guidelines are not likely to be in place. It does read like the Council is trying to push this through under a COVID heading. "The removal of car parks from outside Niwa and the Greta Point will cause significant parking issues as these areas are always fully occupied with cars. It will also significantly impact the two local caf��s they rely on the P120 parks for customers. How does the Council propose to provide parking for those impacted? My suggestion is that if this was to proceed (noting I do not support it) is to move the start point for the new cycleway to the start of Hataitai Beach and run from there to the currently proposed end point near Cobham Drive. That would provide more width in an area where that would be of benefit and not create significant parking issues for those living in and around Greta Point. Regards Tim Cosgrove	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Alannah	Clark	No	I frequently visit friends at the 302 Evans Bay Parade development, and was very surprised to hear of the temporary changes in the area WCC is proposing as part of the COVID-19 traffic resolutions. Parking around Evans Bay Parade is often difficult, due to the large number of residents in the multiple developments in the area, and people who enjoy the local dog park, cafes, restaurant, and ocean amenities in the area. Evans Bay is a great place because of how accessible it is. Removing the parking for a temporary cycle way appears to be solving a problem that does not exist. There is already a shared use pavement along this stretch of road. Perhaps the current lack of use of the existing cycle way is due to the poor design around Point Jerningham where cyclists are forced to cross a busy road to get to the start of the new cycle way. The temporary removal of parking along Evans Bay Parade will make the lives of residents and their friends and family extremely frustrating, as the only option will be parking in Hataitai, or cycling - which is unlikely to be everyone's preference outside of summer. It will also likely spell the death knell of the Greta Point Cafe. The timing of this project will also likely entirely miss the period of possible community transmission period of COVID-19. By the time the changes are implemented, New Zealand will likely have eradicated COVID-19, making the driver behind the project redundant.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Paul	Gubb	No	As a regular visitor to Evans Bay , having family there & also using various facilities - the dog park,yacht club and marinaI would like to voice that this proposal would be totally unworkable not to mention crippling for the various businesses & community facilities in Evans Bay. All of these parks are used everyday and those cars are not going to simply 'disappear'... there is nowhere else for these people to park. The Council needs to wake up to reality & STOP spending on unnecessary fringe things like this cater to a small minority and that disrupt/ruin life for the majorityWCC need to watch their money and should only be spending on crucial works which will bring people back into our city eg opening the Central Library,more parking etc.To finish, this is a ridiculous proposal and should not go ahead.I would also like to add that the notice asking for feedback on this proposal was only put in my son's Greta Pt letter box on 21 May ,only giving folk a week to give feedback..... ???	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
Marvin	Bradley	No	Not enough space for larger vehicles as it is currently ive witnessed many accidents over the years on this stretch of road between vehicles and cyclists.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Kimberly	Gaunt	No	As a resident of 312 Evans bay parade I urged you to not go through with removing our only car parks. We have limited car spaces as it is and taking this away will leave our whole street without anywhere to park. If this goes ahead you will be forcing myself and a lot of other residents to move, as for myself I have a baby on the way and will not be able to live here if I can't park my car reasonably close to my apartment. Please reconsider this proposed change.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jana	Major	No	In the middle of the boat houses on Evans Bay Parade is a very active Scout Hall. Nearly everyday of the week there are kids being dropped off and picked up by parents outside the hall, and removing the parking spaces there to create a bike path would impede the safety of these kids. They youth meet in all kinds of weather, so asking parents to park further away and walk their kids to the hall in inclement weather will increase the likelihood of illness to all family members. Not only that, but it is unsafe to have youth walking to/from the hall unsupervised. Not all family situations allows for the parent to get out of the car and walk their child to the hall. The hall is used primarily in the evening, from 5:30 on, so perhaps a "clearway" type situation would work. The road usage as a bike lane could end at 5:30pm, and parking can begin, then parking would end in the morning, and the bike lane could open again.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Chantal	Hewitt	No	The removal of over 150 car parks along Evan's Bay parade will be extremely detrimental to how I get to work each day. I travel in from Upper Hutt to manage an Early Education Centre. The road car parks are ALL that are available to myself and my fellow colleagues to park at. The reasoning of putting in the pop up cycle path for social distancing is a bit delayed. By the time this would even be relevant and put in place, we may well be in level 1 and the restrictions unnecessary. In addition, the footpath in conjunction with the road is large enough for social distancing to continue happening without any problems. We have all been doing just fine. Lastly, the amount of residential dwellers and businesses that live and work along Evan's Bay Parade will be greatly affected as a whole. Without car parks how will these workers be able to drive in from work? With the current restrictions on public transport, it is currently very unrealistic to expect so many people to now extend their travel days by hours, when they probably don't even have room for them on public transportation as an alternative. I truly hope that this position and the similar position of many others is considered before this proposal is put to council. The cycle was are also already a priority in this area, as the construction and road works are in place now and have been since last year. Change will happen for cyclists to have more space, just at this time, removing car parks is NOT the way forward. It will affect business and individuals greatly. Thank you for reading my feedback. Sincerely, Chantal.	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Diana	O'Neill	No	This is a poorly thought out proposal for the following reasons: I received information on 23 May, allowing only 5 days for a submission, not 10 days as quoted. Temporary? How long is this? Probably we will be at least covid alert level 1 before decision is made and it will be winter when cyclist numbers decrease. Much of parking is by boat shed users who will probably not have received this information. They need parking close to their boat shed. Many properties on the west side of Evans Bay Pde have multiple garages so parking is very limited. People who live in Belvedere Rd park their cars on Evans Bay Pde and take public transport into the city. This proposal will encourage them to take cars if they cannot park safely.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.

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edward	zyskowski	No	Nothing this council seems to do is ever temporary. There have been cones on Evans Bay Pde for the last two years. Anyhow a lot of people live on the Pde, it is a major route from the east and now you want to make it narrower. Are we going to get resident parking? The number of camper vans that park on the Pde has been amazing and nobody seems to do anything about it. Oh that's right there is fewer tourists now due to Covid, ergo less people traveling, less walkers and cyclists, it seems to work so why stuff it up. Spend our money on things that need doing like pot holes etc. We the drivers pay to be on the road, cyclists don't. If you are putting in more cycle ways it's a golden opp for the council to get rid of their gas guzzling cars etc and start using cycles to get around on. There doesn't seem any need to change the roads as you are pandering to a few and hurting many.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co-funded by NZTA as a Covid response project.
Russell	Laughton	No	Removal of car parks outside Greta Point apartments will severely reduce car parking options for residents of the 91 units. This will lead to illegal and chaotic parking practices along Evans Bay Parade and in all the complexes around it.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Robyn	Snelgrove	No	ALL of these car parks are essential to the residents, visitors, users of the community facilities (yacht club, marina, Sea Scouts, canoe club, dog park etc) and customers of businesses in Evans Bay. Without these car parks the area simply will not be able to function and it would be disastrous for everyone involved and all that are used to enjoying what the area has to offer!! Have you no thoughts for the Café and restaurant with no car parks.....and they've just been through 8 weeks of Lockdown !!!! OMG what on earth is the Council thinking!!	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Sophie	Ryan	No	We are a townhouse complex of around 90 apts as I understand it with just one carpark per townhouse. Many of us are renting with 2-3 adults flatting together and multiple cars. Our public transport options are really limited with just 1 bus that only goes 1 / hr off peak and 1 / 30 mins on peak. Our buses are already packed. Please do not remove any parking, as a leaseholder I would find it very difficult to find flatmates if you remove parking with such poor public transport options. Please reconsider this proposal. Sophie Ryan	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Cathryn	Maclaren	No	Currently many residents of Greta Point BC park their cars on the road as most Greta Point BC townhouses only have parking space for one car (there are some that are able to park a second car park on their driveway) but for the majority of residents they only have one garage park available to use. We will have no where to park.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Kristie	Campbell	No	How is the small business coffee shop (Greta Point Coffee shop - our local) downstairs going to survive with these car parks across the road gone. Haven't they suffered enough by closing down with the Covid 19 pandemic. There are plenty of trees and park benches by the carparks that can be pulled down to make way for the bike lane. Alternatively get rid of the dog park and turn that into car parking with restricted parking for our cafe and unrestricted parking for our residents. This just upsets me....the WLG City Council has done nothing to support the area over Covid - apart from free buses which people are too scared to use. It's all about making money, money, money.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Tawera	Ruakere	No	I am writing to ask that you do not go ahead with removing the car parks on Evans Bay Parade. This will leave all of us who live here with no where to park. As it is there is already not enough parking spaces for us. My partner is pregnant and we need to be able to park near our house now and especially soon when we have a new born baby. Please think about the residents of Evans Bay Parade who rely on the street parking.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Andrew	Despres	No	There is already very limited parking available for the residents and visitors of people living on Evans Bay Parade. Removing the car parking spots would be a great burden to the residents. Bicyclists have been riding in that area for a long time already and are able to share the sidewalk for that section. Please do not remove the car parks as it will be a great loss to many homeowners and rates payers along that stretch of road.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Brett	Turia	No	residents parking will be affected, we need these spaces	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Chris	Seagar	No	<p>There are some serious issues with your proposal. I live in the Greta Point complex (305 Evans Bay Parade) of which there are 90 units with many occupiers very reliant on street parking, as many have more than one vehicle. Your proposal states that approx 145 parks will be removed. Considering that these parks are constantly used, what are the alternative and realistic parking options for those affected. It's not reasonable to have people parking up to a kilometre or more from where they live, especially when a lot of that could be uphill. It will also negatively impact on other residences nearby with vehicles now constantly parked outside their properties. There are also people visiting this area, who park their vehicle and then go for a walk around the bay's. Removal of parking will make this now too difficult. Another important consideration is that the current footpath outside the Greta Point complex is a little over 3 metres in width, which more than accommodates the current pedestrian and cycle traffic, with safe distancing observed. With your concerns over COVID-19, ironically the Marrakech Cafe and Greta Point Cafe who look like they've survived the pandemic so far, will probably go out of business now due to you removing virtually all vehicle parking in their immediate vicinity. I regularly jog around Evans Bay and it's evident to me that cyclists and pedestrians are observing social distancing. I think you need to have more faith in the Wellington public and their ability to cope and deal with this current pandemic.</p>	<p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Karmen	Wallace	No	I disagree with the proposed changes laid out in TR98-20 On the 27th May, 2020 I, Karmen Wallace of 1/316 Evans Bay Parade, Hataitai, Wellington strongly oppose the above proposed changes for the following reasons:- 1. WCC has given no evidence of any person contracting the Covid-19 virus whilst walking, cycling, spending any time or using any part of the proposed stretch of roading. 2. Given the WCC policy pre-covid to insert more cycle ways around Wellington, I have no confidence that this proposal is merely a temporary measure to ensure the Covid-19 social distancing. I believe WCC will use this proposed, arguable improvement, to leverage an argument for it to remain a permanent fixture into the future. Covid-19 is set to be around for a long time. What guarantees does WCC give that this is temporary? At what Covid-19 level does WCC guarantee removing the temporary fixtures? 3. 14 days notification is an inadequate timeframe for residents to call a community meeting to discuss this proposal and submit questions to WCC or make an organised group submission. In fact the notification received in my mailbox was after 15 May 2020 and therefore inside 14 days notice. 4. Many households have no access to off-street parking or are already competing for very limited parking spaces. As an example; from the Motel Bella Vista to Greta Point cafe there are only 14 unlimited time carparks on the Western side of the road to cater for this densely populated area. Removing the carparks will compromise the safety and wellbeing of these households, particularly those with children or residents with physical difficulties, who will be required to walk some distance to and from their homes in often unpleasant Winter conditions. Has WCC really considered the congestion this proposal will cause to Rata Road and Belvedere	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Jose Filipe	Goncalves Higino	No		
John	Harris	No	The pop-up bike lane is not a good idea being a resident of the Greta point complex which uses the car parking on Evans Bay Parade, this will cause many problems as there isn't enough parking within the complex. The café rely on parking people need parking across the road. Madness	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Shayne	Hodge	No	This will cause a significant reduction in car parking which is used by public and owners and tenants of apartments plus street parking is very convenient for visiting residences and restaurants. The latter needs every assistance to ensure the wellbeing of their business post lockdown. I am not in favour of a pop up cycle lane as the impact to rates payers in the area is material as there is not adequate alternative parking available.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Erica	Drake	No	Removal of parking spaces: there are 90 apartments at 305 Evans Bay Parade, another sizeable apartment block- 326 Evans Bay Pde, 14 apartments-316-312 Evans Bay Pde. Some residents are able to use on-street parking after 6pm and at other times. 316-312 has no off-street parking spaces, and some of these residents use the on-street parking opposite as well as outside their premises. Many apartments at 305 Evans Bay Pde are tenanted, often by four or more people-most of the apartments have more than one vehicle per property. In the complex there are garages; the driveways vary in length-the shortest are not able to accommodate a car. How that was allowed is a mystery; and so they use the adjacent on-street parking. How is the Marrakech Caf��-305 Evans Bay Pde, and The Greta Point Caf�� supposed to run their businesses without on-street parking available a reasonable distance away? The cycle lane proposal is said to be temporary. Why not carry on utilising funds on permanent transport solutions, albeit in the Covid 19 situation. There is already physical distancing between pedestrians and cyclists along Evans Bay Parade.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Sam	Woolf	No	Many residents and workers use these parks as there are no other parking options. As a resident in a flatting situation it is incredibly hard to get a park that is near my home when I am coming back from work. Many residents have more than one vehicle in this area as there are plenty of flats here. I would encourage to even add parks. Definitely not take 145 unrestricted spaces from the public	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Junior	Cameron	No	As it is there are not enough parking spaces to accommodate for the residents that live in this area.our neighbourhood is struggling to find parking and are getting ticketed by wardens because we have to park in the 5min or 120min parking spaces.alot of us are low income households and have young children as well as groceries to get from car to inside house and with winter approaching (the most difficult time of the year)it will cause serious hazards/harm to our families if we were to lose your proposed parking spaces.what are we supposed to do???	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
andrew	robins	No	I am against this proposal because myself and my work colleagues will have nowhere to park and this will greatly affect our employment. it will mean we may have to park all the way in Kilbirnie or further. There aren't enough parks as it is. This is not a well thought out plan!	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
Christine	Jones	No	Parking is difficult enough at present without reducing the number of parks. I currently bike around here and feel that any change is unnecessary.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Annie	Brierley	No	There are 91 town houses that mostly have 1 to 2 vehicles per unit. Many of these cars are parked on Evan's Bay Parade as there is not enough parking in the complex. Whilst I understand that many new townhouse/ apartment complexes currently being built are not including car parking, which is great for the environment, the complex at Evan's Bay was developed before the idea of less vehicles. Therefore there would be many many Greta Point complex owners / tenants who would be unable to park anywhere near their homes. In addition there is also a very busy cafe who's business would struggle significantly should there be no parking available across the road... this parking was there before they had been there before they opened for business. I am a cyclist and have never found it an issue to use the wide footpath, in conjunction with pedestrians, alongside Greta Point complex. It seems a nonsense to distance bikes and walkers, due to Covid 19, when we can all go to a bar, cafe, church or gathering.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Angela	Brown	No	As an owner of a property in Greta point I am Opposed to any reduction in car parking in the area. Not opposed to cycleways in general but not if it comes at a cost to vehicles that pay road tax use the road.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Janet	John Manuel	No		
Stephen	Wake	No	Removing car parks will create a huge problem for residents, they are fully occupied 24/7. As far as social distancing, the footpath mainly is wider than normal allowing for walking and cycling together. From Cog park there are 3 options already to walk or cycle. Most people are sensible and quite happy to social distance all around the Wellington waterfront. The main walking area is around Oriental Parade. Is this proposal just for cyclists ? Permanent infrastructure is already happening for cyclists, Social distancing should not mean social disruption in our personal and working lives. Winter is coming!! Dark cold nights coming home from work trying to find a place to park your car for the night may become a safety issue for vulnerable people. Please do not proceed with this proposal! COVID -19 has caused enough distress for people , we don't need to extend it any longer. Best regards Stephen Wake	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Anthony	Beckett	No	I would have liked to be able to have a third option to the above question. I agree on having more cycle lanes throughout the greater Wellington area, however I think that a pop up (assuming temporary) cycle lane will cause confusion and therefore aggression and unsafe behaviours from both cyclist and motorists.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Antonia	Pappafloratos	No		

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Debbie	Wake	No	How can the WCC think this is an option for Evans Bay Parade Residents struggle to find a park most days so where on earth are we supposed to park if these spaces are taken for cyclists and people social distancing We are now coming into winter dark nights wouldn't feel safe having to park not close to home also where are all the visitors going to park we don't have enough visitor car parks in our complex Also not happy bus stops moving another safety issue to walk in dark further than is needed We have managed to social distance from March 2020 so why now do we need to change how we walk/run /cycle/scooter around our neighbourhood Totally unnecessary and over the top !!!	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Aneesha	Budhia	No		
Rupert	Soar	No	there is no need for this at all. There are very few cyclists as level 2 has most office workers still at home, and even after it is likely to continue. this is essential parking for residents and visitors to local residences. displacing this will force people to walk in the same proximity as cyclists with more contact time, therefore the reason given for creating the temporary lane makes no logical sense at all. NOTE also level 2 is set to finish in 2 weeks!! legal challenge WILL be mounted if this is subvertive attempt to permanent parking reductions on the basis of bad faith by Council	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
andronicos	economous	No	I totally object to the said proposed changes.It will penalize indirectly citizens lively-hood	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.
Shane	Rangi	No	I am writing this comment as I am totally against this project happening. You are saying you are proposing this in response to Covid 19 and social distancing. To be honest this is absolutely ridiculous and a Total waste of money. I stay on Evans Bay across from the Boat Sheds... I have 1 park in front of my residence and no garage. If the park has already taken and the cycle lane is in place the nearest on street parking is 50 metres either side, that is not taking into account the people who used to park on the seaside side of the street who now have to try and find a park. I have Not seen the volume of foot traffic or bicycle traffic to warrant this Extreme change. The amount of residents, and businesses that will be put out seems crazy!!!! I can't believe you would even consider this short term solution to a minority over the longterm major effect this has on majority who live here. and lets be honest, you see the few micro seconds of people passing while walking or cycling more dangerous than standing for up to an hour in a supermarket queue and spending 45 min in supermarket isles while doing your shopping? Wouldn't it be Cheaper and More effective if you just said, if you are sick, don't go out..... because if its NOT in the Community the Community CANT spread it!!!! This is just a shit way of putting in a cycle lane using the fear people have of Covid 19 to go along with a Shit Idea!!!!!! If this goes ahead I'm afraid it gives me No faith or Confidence in the Council!!!!	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Grant	Young	No	Strongly disagree to these pop up changes when we have ZERO cases of Covid in Wellington. I am an avid cyclist and don't need stupid wider cycle lanes and footpaths when the current roads and footpaths are perfectly adequate when used with some commonsense. Spend WCC time & money on issues that will help business & individuals keep jobs not pander to the paranoid who can't walk/ride past someone for 2 seconds without fear.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Baha	Mabruk	No		
Mark	Sherlock	No	The number of people inconvenienced is significantly more than the number who will benefit	These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
Johnny	Curtis	No	This is in response to Covid. Covid appears to be at the end of it cycle, with restrictions ending. By the time this gets done there will be no need for social distancing. Also you taking away car parks that are used 100 percent of the time and are always full. Around Evans Bay near Cog Park there are several recreational facilities ie dog park, the canoe club, cafe, park and beach which will all be effected and wont be able to be used. So to creat space for a group that wont really use it is bloody stupid.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lisa	Tipping	No	It is simply not required. I frequently walk or cycle this route, it works fine now. Most cyclists use the road, not the path. Getting rid of those parks would create issues for residents and also would remove any parking for the Greta Point Cafe... for no gain.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Ohmmar	Chan	No	As a person who uses the dog park in Evans bay I Am concerned that the lack of car parks will make it very difficult to exercise my dogs and am sure there are others who feel the same. I have an elderly Aunt who enjoys a drive to Evans bay and a short leisurely walk around Greta point which we would no longer be able to do.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Kathryn	Rush	No	unnecessary. Country about to move out of alert level 2. Winter is approaching - fewer people will bike and MORE people will drive. unfair on business who require use of those parks by customers.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. .
andy	economous	No	I oppose the proposed changes as a proper evaluation has not been permitted due to wcc short notification. The wcc cannot arbitrarily have the right to remove my ability to earn my income and then demand that I pay for the privilege through rates. Shame on you wcc	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
Tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable. Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Lia	Moon	No	Strongly oppose! Will push parked cars up into nearby residential streets. There is already AMPLE space for cyclists around Evans Bay Parade. They just need to use it properly. Please, please - spend the money on our critical waste water infrastructure instead!	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. .
Lynley	Jones	No	Although it isn't marked on the map, the document refers to removal of 145 unrestricted car parks. There are boat sheds along that side of the road, including the Britannia Sea Scout hall at 421 Evans Bay Parade (which hosts youth scouting and boating activities and hosts a girl guide group one night a week). Car parking is essential outside this hall as it is where boats are loaded/unloaded onto trailers and cars are loaded/unloaded for camping and excursions. There is little parking available across the road from there. Also, regular evening sessions are held during the week and young children and older youth are picked up and dropped off outside the hall. That road is very busy and on dark winter nights it is very dangerous to cross there for pick up and drop off. There is a crossing much further down the road but most hall users make a dash across the road. Also, it seems that Covid distancing requirements are likely to be lifted in the near future.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
John	Spooner	No	What is happening to car parks (of critical use) adjacent seaward boatsheds. WRC image of the area is unclear.	The removal of car parks is required to provide the necessary space to implement the project.
Amanda	Morrison	No	This proposal removes all the parking near the Cog Park dog exercise area and the Greta Point cafe. Do you seriously expect people to take their dogs on a bicycle to the exercise area? This clearly is not realistic. As for the cafe - business is tough enough at the moment under Alert Level 2. Removing all the parking from the vicinity would be a serious blow to the cafe business. I expect WCC to support local businesses, not put nails in their coffins. I request that you do not proceed with this ill-conceived plan that will not benefit anyone. People are sensible enough to be able to figure out how to social distance for themselves - especially in this wide open space.	The proposal has been adjusted, with the temporary cycleway now planning to go through Cog park in order to retain some of the existing parking around the outside of Cog Park.

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Sarah	Vernon	No	I agree that the purpose of the pop-up bike lane is sound, however there is no end date on the temporary measure and no review planned either, should it go ahead. I'm making comment as an individual, a Scout Leader at Britannia Sea Scouts and this submission reflects my opinions, not the group as a whole. We need the parking outside the Britannia Sea Scout Hall at 421 Evans Bay Parade, for parents to drop their children off safely. We are a group with a large catchment area, with some children attending who live in the Northern Suburbs (because of the Sea Scout specialism). Removing the parks from outside the hall, where do these parents go? Is there the ability to widen without removing all parking? Also, I note the mobility park is moving north, I know a leader who is in a wheelchair who uses this sometimes when the road is busy and moving it further away from the hall is not beneficial to them. I am worried that these temporary measures will become permanent, as we are also part of a community of sea scout groups, and host regattas in the summer - this parking situation would not be suitable if it continues longer term. What do people do when they want to visit Hāitaitai beach in the summer too? This is a busy parking section for people visiting in the summer.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lisa	Bragg	No	There is ample walking and cycling space already. To lose the suggested car parks will cause unnecessary hardship for residents and businesses alike.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Marina	Stevenson	No	Tired of the council catering to the cycling group, send our rates on things that will make a difference to the majority. Just sick of council pandering.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Sandra	Proctor	No	There are very few carparks to service a large complex - Greta Point. By taking these parks away, there will be very few parks on the western side of Evans Bay Parade to service the Greta Point complex and the townhouses and 2 daycare centres across the road, plus the apartments and cafe to the South. Please rethink this.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Warwick	Henderson	No	Substituting parking space for cycleways anywhere in Wellington is a flawed concept, especially with winter approaching. Businesses and community groups (e.g. Cadets) who use this area need the parking spaces currently in-place to remain viable. Pop-up cycleways are not a welcome addition to our city. With winter coming fewer people will take their bikes and will prefer to sit in a warm, comfortable car on their way to work rather than get soaked and cold. The COVID-19 argument is as weak and disingenuous as they come. Meanwhile the existing cycleways we have are ignored by many cyclists. If WCC decides to proceed with pop-up cycleways, will the council enforce their use by cyclists?	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. .

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Tom	Harris	No	Appreciate the motivation, but practically, most cyclists ride on the road in this section already. While this would give the cyclists a dedicated lane, from a social distancing perspective it would appear to actually bring cyclists riding north and those riding south closer together. Not sure this is necessary here.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Lisa	Brown	No	Even if we developed proper cycleways for cyclists like we have here in Tawa, majority dont use them anyway. Are on the roads defeating purpose of widening and having specific lanes for cyclists. Also with limited parking would affect small business owners as would impact their clientele.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Cynthia	Munro	No	I am against this proposal for the following reasons: â€œ We walk this route at minimum of 4 days a week, and even in Level 4 Lockdown there was not a problem with social distancing. â€œ Our house looks out onto this section of the road between Greta Caf�� and Rata Street and I can assure you, this area is not congested â€œ I note that cyclists mainly ride on this piece of road so hence no need for an extension to the footpath â€œ Greta Point Caf�� has only just opened up and taking away parks as proposed around them would greatly encroach on their business. They have already suffered from having to be closed for 8 weeks â€œ As a high number of older/retired people go to this caf��, especially during week days (I was there this morning and can attest to this), it is very inconvenient for them to have to walk a unreasonable distance to the caf��. In fact some would be unable to do so. â€œ Given we are now in Level 2 and this Level is going to be reviewed in 4 weeks, it is likely that this will reduce the number of people walking/cycling, etc in this area and social distancing will not be a problem â€œ I see the cost of doing this is unnecessary and a waste of ratepayers money for the above reasons, given there is adequate room for pedestrians and cyclists, and would be better spent elsewhere should there actually be a need. Finally, I have not seen any evidence that backs up the need to remove car parks.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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David Craig	Wylie	No	My wife and I walk some or all of this route at least 4 days a week, and even in Level 4 Lockdown there was not a problem with social distancing. The lycra and most other cyclists use the road just as they always have done and there is urgency to create even more havoc and congestion by putting in a temporary cycle lane. Our house looks out onto this section of the road between Greta Café and Rata Street and I can confirm that this area is not congested. Greta Point Café has only just reopened up and taking away parks as proposed around them would kill their business. They have already suffered from having to be closed for 7 weeks A high number of older/retired people go to this café, especially during week days (I was there this morning and can attest to this), it is very inconvenient/impossible for them to have to walk given there would be nowhere to park within a reasonable distance to the café if this proposal is adopted. Parking is already at a premium in the area and is compounded by users of the dog park opposite Cog Park. Given we are now in Level 2 and this Level is going to be reviewed in 4 weeks, it is likely that this will reduce the number of people walking/cycling, etc in this area and social distancing will be even less of a problem I see the cost of doing this is unnecessary and a waste of ratepayers money for the above reasons, given there is adequate room for pedestrians and cyclists The Council should focus it's resources on real issues rather than ruining a business and inconveniencing many more people than it helps. There is no reason to take these car parks away, but there may be a good reason to change all of the parks on the opposite side of Evans Bay Parade to residents parking and make some of the many long term parker purchase a Residents parking permit. Just a thought..	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Kelly	Gray	No	Cyclists tend to cause far more issues when they are given something like a cycle way. They say the cycle ways are not maintained and they choose to ride in the car lane causing traffic to slow. They also refuse to obey the traffic laws and not signal when turning or give way to motor vehicles. They take their own life in their hands when they ignore the safe option. The cars should have room. Taking away any further road means cars cannot provide the safety of 2m distance the cyclists demand	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Alun	Rei	No	There is a cycle lane then shared cycle lane that is under utilised now yet signposted as compulsory. There should be no more wasting money on these lanes that do not get used once put in unless there is a law change making them compulsory to use where provided as in the past.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Christina	Billing	No	As a Kilbirnie resident, cyclist and Green and Labour voter I ABSOLUTELY DEPLORE YOU for suggesting these completely unnecessary changes which are both expensive and hazardous to our community!!! The current cycle lanes imposed on Rongotai Road are NOT USED and are a complete HAZARD to drivers and cyclists!!! I am afraid to use them as a cyclist and afraid of killing someone as a driver! Not to mention this is the WORST USE of taxpayer money in the area when our sewers are bursting every second week and the Council cannot contain the sewerage in Lyall Bay!! The Kilbirnie community functions very well without further cycle lanes and you have obviously not studied the impacts of current cycle lanes on driving restrictions and their actual usage or you would not be proposing such ludicrous ideas!!!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. . Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Nik	Artemiev	No	Waste of good money - we don't need it because the country is almost at Covid alert level 1	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Winston	Hannaway	No	Not enough space for a bike lane. Will end up being a big waste of money for something that wasn't broken in the first place just like island bay. A bike lane in a small area does not encourage people to ride a bike.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Jamie	Thompson	No	As I live on a hill I have to drive and park, to flat running areas. One of my favorites is parking by the marina and running around the bays. I would no longer be able to do this if I cannot park in this area. I also visit this area when my family is in town as it is a nice walk around the NIWA/apartment buildings as you can get close to the water and say hello to the people fishing. Some of my family have mobility issues so this is nice short walk for them and they really enjoy it.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Elizabeth	Carson	No	These proposals are another example of where our City Council is spending all of their energy and funding. It's clearly a backdoor way for the Council to implement "temporary" changes which will ultimately become permanent. As a long term rate payer I am distressed and appalled at how the City Council has been managed over these last five years and am fed up with the focus being on cyclists (who are in the great minority) and not on the wider issues we are facing - busted water pipes, earthquake strengthening projects that are languishing due to bureaucratic fallout, increasing congestion at pinch points around Wellington (especially the Basin Reserve and Kilbirnie Park/Evans Bay), the unconsented Concrete Crushing Plant on Kaiwharawhara Point, an Events Centre which has been continually delayed with infighting and egos and the lack of progress with supporting local business and our local economy and poor road/footpath conditions. Notwithstanding our Government funding for major roadworks has been allocated to other councils as we can't make any decisions. I am a huge supporter of being healthy and ride a bike myself. I am not, however, a huge supporter of spending millions on unnecessary bike paths that are never used or policed (Hutt Road is a shining example of how we've spent millions, affected businesses and still have to battle with cyclists on the road!). I am not a supporter in anyway of creating more cycle ways until such time as our other major projects are addressed. It is a continual frustration to see buildings closed down for years (Old Town Hall, Gordon Wilson Building, Library - the list goes on!) and no one can make a decision. It's all infighting and appealing to the minority's wishes. We have so many more issues than whether our cyclists can get to work! With winter looming - there will be less cyclists and pedestrians. We don't	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Bruce	Welsh	No	The removal of 159 carparks for social distancing is ridiculous. Cycling is a safe distancing activity, specially as people pass each other quickly. A cycle lane along here is needed but should not be at the expense of parking.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Michael	Hirst	No	Make cyclists buy registrations & have a license plate if they want to have same rules which are never enforced(seen plenty running stop signs & red lights but want to be legal road user come on now) & makes everything fairer & I think would calm everyone down	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Katrina	Smith	No	I think this is dangerous, large trucks park in the middle of onepu road waiting to enter the paknsave loading bay, narrowing this road will make it far more treacherous than it is already. Also there are many elderly people who will be impacted by the loss of the parking spaces, especially if they are visiting the doctors and also the funeral directors on this stretch of road. As well as the impact on business owners, if people can't get a park they go elsewhere. There is already a cycle way along Rongotai road which is hardly used why wreck the other roads with more under-utilised cycleways, they benefit few but impact many	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Aaron	Houghton	No	couldn't disagree more	
Michele	Morris-Denize	No	This is another bright idea of the council- that goes down like a lead balloon- no thought has been made for the safety of ratepayers.The Island Bay cyclist lanes have made traffic movement virtually impossible. It's dangerous, in that there is reduced traffic room. We have stopped shopping where there is a dangerous road marking- re cycle lane. We used to live in Island Bay= we moved away- the suburb changed. We love shopping in Kilbirnie near Evans Bay, Miramar & Brooklyn that is still our base. No more cycle lanes it costs the ratepayers money!!! now exiting Covid	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Jaya	Govind	No	This is already a narrow busy road with vehicles including buses and trucks. I am worried about the safety of both vehicles and the cyclists if a 2 way bike lane is implemented	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Ian	Picken	No	The change is identified as temporary, but there does not appear a mechanism to change it back once it is not required. Before confirming the change, there should be an agreed stage at which the measures can be reverted back as they are. Otherwise this will be seen as a permanent change being sold under false pretences. There should be no further consultation or approval required to revert the changes to their original layout.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Winnie	Tutoro	No	This submission prevents dog owners from accessing the dog park as it removes the parking. Dog registration fees are meant to provide access to dog exercise areas and this limits the options (lyall bay area is not used appropriately so many choose to drive to the Evan's bay one). Please consider a different area or provide better contained off leash dog areas / reduce the dog registration fees to compensate for needing to drive further to access a service	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lynette	Simpson	No	Please don't do it. Parking is so important for business that needs our support at this time.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Lucy	Sykes	No	Stop wasting time and money on unnecessary crap. You need to think about how many people will benefit from the proposed changes (the 50 people who cycle this route every day) versus those who will be negatively impacted (the hundreds of drivers, who are already being stuffed around with the footpath/cycle way works on Evans Bay Parade that are taking forever and are a waste of time and money). You need to focus on productivity and income generation for the greater group, not the whims of the 50 who might decide to cycle today, if the weather isn't too bad (but given it's almost winter, that's not many people). Of course, you're screwing mothers again too. She can't put their two kids in the back of their bike to get them to and from daycare before she hotfoots it to work to try to find a suitable hot desk that hasn't been taken already by the non primary caregivers in her organisation. And the women doing caregiver duties helping out elderly parents and parents in law can hardly put them in the back of a bike to go and get their groceries together. Just stop wasting our rates on stupid work that doesn't benefit the majority of ratepayers. You have too many other things you NEED to spend the money on. Like water and wastewater infrastructure. And I don't care if NZTA would fund a good chunk of these works. They are pointless and counterproductive.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Tim	Parker	No	It's not broken, dont change it. Residents need their parks more than cyclists need more room. They have plenty as it is, and if they're not comfortable sharing the wide road with a traffic, there is also a shared path.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Michael	Butler	No	Since going to level 2 the number of cycles has decreased dramatically. On my walk on Sunday for 2 hours I saw only 2 cycles where during levels 3 and 4 there was 1 every couple of minutes. These changes are not needed and will create chaos as there is nowhere else to park vehicles.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
John	Olver	No	There are no physical distancing requirements in level 1 of the Covid levels. Therefore the objectives of this proposal are no longer required as by the time this is implemented they will no longer be needed. Also there are no end dates for these changes which are required if, as the proposal suggests, they are temporary. Also the benefits of the proposal have not been quantified in any way or supported by any research. Also no mention has been made of any mitigation of the loss of parking for the local communities.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Ursula	Egan	No	Removal of all parking in this almost 2km stretch is going to negatively impact users of small businesses in this stretch and public areas such as the dog park. I have no confidence the council will convert this stretch back to parking so we have lost a significant number of car parks in this area.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Michele	Clarke	No	The footpaths are wide enough to allow space between people - I have walked in the area in all alert levels and have easily been able to maintain appropriate physical distance. Removal of car parks would have a significant negative effect on the area, making it near to impossible to visit the only two cafes in that area as well as accessing the beach for swimming, the court and dog park etc. Creating barriers to locals trying to access facilities in their neighbourhood for the sake of those momentarily passing by seems grossly unfair and unnecessary as the roads and footpaths are wide enough already to accommodate walkers, cyclists and vehicles.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Peter	Skrzynski	No	Spurious reasoning of social distancing when the area is highly unlikely to have a large number of cyclists at any one time. Parking restrictions will have a major impact on local residents and visitors. No clarity on how "temporary" the proposal is.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Robin	Halse	No	People that live there are loosing street parks, where are they going to park. You are also squeezing the cars closer to oncoming cars. It's winter how many people are going to be cycling in the wind and rain. Have you done surveys for projected use?	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Alan	Comer	No	pop up means temporary, why spend money in hard times non temporary stuff, save the money, lower rates	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project.
patricia	Cooney	No	By the time this gets done we won't be needing to social distance. We have not had any covid in Wellington for nearly 6 weeks. Seems like as waste of money. Nice thought though. I ride to work and very much appreciate the cycle lanes and the fantastic job the parking wardens do in keeping the clear ways clear.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Sreiden	Bun	No	<p>e-petition on the Parliament website with 323 signatures to date. gretapointcafe@hotmail.com That the House of Representatives urge the Wellington City Council not to proceed with its proposal to remove car parking facilities along Evans Bay Parade.</p> <p>Greta Point is the only cafe along Evans Bay Parade until customers reach Cafe Babylon or the Kilbirnie shopping centre, covering a 5km distance. We cater to parents who drop their children at the three childcare centres down the road, employees of large business NIWA, and residents of the Evans Bay area. A lot of customers drive in to make use of the neighbouring dog park or the public beach near us. People who are heading to the airport stop over before flying out. We rely on those carparks.</p> <p>https://www.parliament.nz/en/pb/petitions/document/PET_97915/petition-of-sreiden-bun-for-greta-point-cafe-help-greta</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p>
Robin	Boldarin	No	<p>This route is a main thorough fare for city access. By cutting down the road width it makes navigation of this more demanding. As above we question the liability of cyclists/pedestrians to conform to the dictates of the time.</p> <p>Again, we would oppose this proposal.</p> <p>This association is concerned over the restrictive time-frame for submissions on these proposals – 13 days in total.</p> <p>We are nearing the end of the coronavirus period (hopefully), the volume of traffic has noticeably increased and we are slowly entering the winter season when both cycle and pedestrian ‘traffic’ inevitably decreases.</p> <p>If there is an intention to monitor a particular sector of the ‘traffic’ it might be more productive if attention was directed to the freedom some cyclists take – i.e. cycling on footpaths, going through red traffic lights, no cycle helmets (which we understand is ‘compulsory’), no rear light and (for some) a recklessness in wearing dark clothing indistinguishable in the darkening light.</p> <p>Pedestrians, in the main, assume a more responsible stance.</p> <p>Children (including teenagers) require a certain amount of care. The older - labelled by some as ‘boomers’ - also require care. For some, mobility equates with cars, driven either by themselves or a caring family member. The middle age group is generally the income-</p>	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>

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Terry and Jan	Baker	No	<p>Good morning Sarah,</p> <p>Nice to have our Counsellor as the Dep Mayor but also hope that you might assist with not permitting another "Island Bay" cycleway project to be rushed ahead.</p> <p>Evans Bay Parade is a great thoroughfare and its use for both business and recreation has increased a great deal over the past decade or so. That is welcomed (but we could do without electric scooters!!)</p> <p>A cycle way carrying on from Cobham Drive is, slowly, under way and I can recall the careful open consultation process on that project. But now we have a seeming rush to put a "temporary" cycle lane right round the coastal side of EBP ! Possibly quite good, in places, but certain to cause chaos in others.</p> <p>The stretch from Hataitai Beach to the end of NIWA is our main concern. A great deal goes on along that piece-beach, marine clubs, dog park, cafe and fairly dense housing on both sides of the road. Both Great Point and the newer housing opposite have only limited, or no, on site parking. Take away all the parking alongside Great Point and where do they all go? The cafe and Moroccan cafe will creational die.</p> <p>Just wonder what the rush is! Yes cycling is on the up and to be encouraged and made more safe but rushing this one could, as I say, result in another Island Bay fiasco.</p> <p>Where is the evidence that cycling to work is going to explode as we exit Covid? There could be fewer cars and we could have more buses. Please have another look regards</p>	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. So we will be able to learn from them. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p>
Andrea	Skews	No	<p>Stop pushing thru cycle ways without any public engagement with the local communities. These changes affect lives along with health and safety of our communities. Our streets are not wide enough for these proposals and this type of railroading through cycle lobby group's demands is completely unacceptable and impractical in a city with such narrow streets as Wellington.</p>	<p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
Paula	Reidy	No	<p>There are much larger issues the Council should be spending taxpayer money on. Fix those urgent problems before worrying about cyclists. Let cyclists continue to ride as they are. It is up to them how they distance themselves.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p>
Nicole	Prince	No	<p>Lack of public consultation and WCC has a proven history of pushing through cycle lanes etc that are not wanted or needed, especially given many businesses are giving the directive to staff to continue to work from home to allow for social distancing in the work place.</p>	<p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>

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Rina	Guyomar	No	The road is as busy with heavy traffic through the day as it is now, I don't think to bring in any road works will solve any problems but to create more and more. Most cyclists tend to ride on the main road alongside the cars anyway, and the footpaths are wide and safe enough for people to walk pass by. The vast majority of people are good at social distancing with kindness by now, and I haven't seen any trouble or incident caused it's because the bike path is too short or the pedestrian path is not wide enough! Moreover, there is hardly any kerbside left for parking for the workers and visitors in the area which is very inconvenient as it has been, I have no idea how we are supposed to commute every day during the lengthy time it'd take to install an unnecessary bike path. I work for a childcare centre, and there are lots of families in and out to drop and pick the children up throughout the day. They only have a few car parking spaces to take turns to do so while us caregivers have to consider extra time to find parking space where most spots taken and occupied by the residents in the area. Please stop the project and there is no need for it but to cause more problems which make so many people unhappy!!! Please please don't waste any more money for unnecessary but to tackle the real issues and to make people's lives better. This project certainly is NOT the one.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project.
Samantha	Crawshay	No	It is not necessary you are a bit late off the mark. Good to keep up your sleeve in case of reemergence. You do not need to make this change. I do not like the wording that this is for covid and at the end you "might" return to original state.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Chris	Wake	No	One of the worst ideas ever. Taking away bus stops and crucial carparks is stupid beyond belief.	The removal of car parks is required to provide the necessary space to implement the project.
Tayla	Varcoe	No	This is highly unnecessary. People are back to work so why risk affecting the carriageway?	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.
Andrew	Witham	No	Waste of money. It's too cold, wet, windy and hilly for bicycles to be a mainstream form of transport. Hardly anybody cycles in Wellington. Have you learnt nothing from the Island Bay debarcle? I don't want want my rates wasted on this.	While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Cassandra	Papadopoulos	No		
Mark	Kelleher	No	There are already a shortage of parks and I don't think removing a whole lot more is going to help! Where will all those cars park?!	The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Lynne	Barr	No	Not Required	
Erin	Rush	No	This is a ridiculous proposal - there is already enough space for cyclists and who are you kidding with people commuting in the winter - come one	While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Frances	Pearson	No		

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Simeon	Copsey	No	Not required. A vanity project. Direct rate payers money to upgrading the underground water and waste infrastructure.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Paula	Muollo	No	We have small roads as it is they are not wide enough for cars and bikes and are causing all sorts of disruption and traffic problems. Island bay is a complete disaster and surely during this Covid crisis the council can put the money to good use instead of putting up rates to pay for what is not such a necessary plan of action. This is ridiculous. They need to put island bay back to people being able to park safely in their driveways with out bowling a cyclist and also so buses can get through with ease while cars are parked back against the pavement	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Alan	Wilson	No		
Tina	Emeny	No	Dont do it. It is not needed and will negatively impact people living there and the cafe business	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Luke	Dodd	No	Please see below my comments in response to the Evans Bay Parade temporary cycleway letter received in our letterbox " TR98-20 Things to consider: 1.The proposed area takes away the majority of the car parks for the residents at the Greta point townhouse complex. Currently many residents of the Greta Point Townhouses park their cars on the road as most Greta Point townhouses only have parking space for one car (there are some that are able to park a second car park on their driveway) but for the majority of residents they only have one garage park available to use. I already have to walk a minimum of 200metres from my parked car to my house if I am lucky to get a park outside the complex. This increases to 300mm if I have to park down by Niwa when there are no carparks outside. Your proposal also takes away these car parks and would mean parking my car at least 400m away on a stretch of road that is exposed to the harsh weather conditions. Putting my car at risk of adverse weathering. 2.There is already a widened footpath along the NIWA and Greta Point Townhouse portion of Evans Bay Parade, so why is there a need to take away the car parking when a widened footpath is already in place? 3.The effects of Covid-19 are reducing as the days go on. It has already been 4 months since Covid-19 began effecting us, and with case numbers having been zero for a long time now, the need for social distancing is very low. If you plan to have this temporary cycleway in place within the next 3 months, it will have arrived too late. 4.Winter reduced cycling usage. With the winter months coming around, cyclist numbers are likely to decrease in favour of public transport or driving. 5.As a cyclist myself, I have no qualms with using the road to get around. 6.Current Evans bay cycleway project. The Carlton Gore Road to NIWA phase is well	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.

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Jim	Wana	No	There are no active covid cases in Wellington and no cases for over 60+ days in wellington. No one in hospital due to covid in New Zealand. This is madness. It's ok to send our kids to school but work from home? PC gone mad in my view.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Stephen	Worth	No	Users of the Wellington Cadet Centre at 393 Evans Bay Parade have concerns about the operation of this pop up cycle lane. Primarily we must have continued access through the existing driveway to get to the building and the adjacent boat sheds. Suitable road marking would need to be employed so that riders are aware that the cycle lane is not continuous and there can be vehicles (some towing boat trailers) turning into the driveway, especially during the evening and at weekends.	The detailed design of the cycle path will take account of access requirements across existing driveways
Graeme	Buchanan	No	Once again, "social distancing" of lonely cyclists is put up as an excuse for otherwise destroying the amenity value of Evans Bay. 140 car parks gone. Where will those visitors go? Elsewhere. It is the cycling advocates on Council seeing an opportunity for free money and a "temporary" bridgehead. No no no.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project.
Philip	Humphrey	No	Utterly mad to spend so much money on social distancing for outdoor traffic measures. We have real infrastructure issues to fund. Please have some common sense. We can meet in restaurants, so why the need for these ludicrous measures? I cycle and drive and have no issues with the current situation.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
jim	Pinson	No	Unnecessarry. already hard for traffic to flow. waste of effort and money. panders to minority of users. create huge frustration	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Julie	Gubb	No	I am submitting this feedback on behalf of The Greta Point Body Corporate Committee, of which I am a member. The GP complex is made up of 91 town houses plus The Marrakech Café - any residents of these 91 houses NEED to park on the street as most units only have parking for one car. The council says it's proposal is in response to Covid 19, to ensure physical distancing for pedestrians and cyclists ??? We have managed this required distancing perfectly well over the past couple of months throughout Levels 4, 3 and now 2....and are well on the way to Level 1. Council also says the proposal is an effort to provide more mode choice - there is adequate choice already and the vast majority choose and in fact need for practical reasons to travel by car. This proposal is completely unbalanced - why punish the majority of users in order to cater to a small minority ? Every single one of the 159 car parks you are proposing to remove is essential to the everyday life of residents, visitors, users of community facilities and customers of businesses in Evans Bay. It would be totally unworkable if these parks were removed - they are needed for the everyday functioning of the area. This proposal needs to be dropped - Evans Bay Parade is fine the way it is. At this difficult economic time Council should be concentrating spending on essential projects which will strengthen the city itself eg underground plumbing, getting the Central City Library & Civic Square back up and running and in fact providing MORE parking thus encouraging people to visit and spend in Wellington. Finally, imagine the damage this proposal would do to The Great Point Café, coming on top of a two month Govt enforced Lockdown. It would be disastrous! No one I have spoken to can believe this proposal has even been mooted - please don't let it go any further, it must be dropped right now.	The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Robyn	Mathieson	No	There are many multi unit developments in the Evans Bay Area and very few parks available now. To remove them will make it unattractive to live in this area. Also the road is currently wide enough. Plus I don't believe these are 'POP up' cycleways. It's completely unnecessary to be spending council money on this right now. Aging infrastructure is surely much more important to fix that more cycle lanes.	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project.
Lou	Newman	No	stop this waste of money building cycle lanes that are used by a very small number of citizens. Elderly and most people need to use cars and need car parks.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Jeremy	Hewitt	No	This proposal infringes existing rights to park along this stretch of road which is a major public amenity which should be accessible to all, including those of limited mobility who are unable to walk or cycle and require transportation by private car or public transport to access the harbourside location.	The removal of car parks is required to provide the necessary space to implement the project.

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Mark	Hay	No	The changes are completely unnecessary (there are even less cyclists on the road than normal, putting aside the fact that biking will reduce during the colder months), will greatly increase vehicular traffic congestion for no good reason, and are a total waste of taxpayer money.	While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Alan	Nelson	No		
Oliver	Martin	No		
Sefton	Bates	No	1) I do not believe that temporary cycleways are an effective use of WCC resources at a time when we all are heading into a time of global financial crisis. Projects with a temporary benefit should not receive priority over projects that are critical infrastructure (namely water and sewer) or that bring direct measurable economic benefits. The economic benefits of temporary cycleways are neither direct nor measurable in any meaningful way. 2) I do not believe that spending significant WCC resources on facilities to benefit a tiny minority of Wellington Residents is fair to the majority of Wellington Residents and Ratepayers who do not cycle. Less than 5% of Wellington's commuters are cyclists (as per Census data). The majority of Wellington commuters will not see any benefit from these proposed changes. In fact many will see significant negative impact. I believe the negative impacts will affect far more Wellington Residents and Ratepayers than the temporary cycleways will benefit. 3) I believe that the opportunity to have any benefit from temporary cycleways has been missed. At the current rate of progression, it is extremely unlikely that these cycleways will be in place before New Zealand moves out of COVID-19 Level Two. Furthermore, as we head it Winter, those who took up recreational cycling in Level Four and Level Three will be less likely to commute via cycle in cold and inclement weather (as is typical for Wellington in the Winter season). 4) I believe that WCC is attempting to make permanent infrastructure changes under the guise of being temporary both to deceive Wellington Residents and Ratepayers (who may otherwise object to permanent changes) and to use cheaper methods of construction (that would be otherwise unsuitable for long term use). No time frame has been given for the roll-out of these changes and no time	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. The plans have been adjusted so that the bus stop will not be removed and instead the bike lane will be directed through Cog park.

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Luke	Petterson	No	Please see below comments on the letter received in our letterbox in regards to the proposed two way pop-up cycle way around Evans Bay Parade - TR98-20. I am a resident at the Greta Point appartments and currently have enough difficulty finding a park around this area. Every night, available car parks are very scarce resulting in myself and flat mates having to park around 200m away from where we reside - please see attached photos of the typical volume of cars in our area. Points to consider: 1) Your proposal notes that it is an initiative to assist with Covid 19 social distancing, however, you do not propose to implement it until the next three months, where Covid is more than likely to be a minimal threat to New Zealand based on the NZ government's recent response. 2) We are heading into winter where less people are likely to cycle and residents want to park closer to their houses to reduce the distance getting to their vehicle in the unpredictable Wellington weather. 3) The area outside the Great Point appartments already has a widened, shared pedestrian and cycle way so what is the point in widening it further and removing a significant number of carparks to do so? Ultimately, the proposal is at the disadvantage of all residents who live on Evans Bay Parade and will be very negatively received by the residents. I trust this feedback will be taken on board, as I assume it will be in line with other Evans Bay Parade residents. Regards, Luke	The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Dean	O'Leary	No	This proposal involves the reduction of 145 carparks along evans bay parade. I currently live in the apartment complex at 305 Evans Bay parade. There is a dirth of parking available in the apartment area. Available parking immediately adjacent to this address is always full on both sides of the street. The only optiuon is for me to park my vehicle approximately 400 meters down the road on Evans Bay parade. This area caters for many inhabitants of the apartments in the surrounding area. Please also note that parking often caters for visitors to the Evans Bay Cafe. This proposal will mean that many surrounding inhabitants will be forced to park at least 1km up the road near Kilbernie Park. This is simply unreasonable. The proposition fails to take into account the very limited amount of public parking available in such densely populated area of apartment complexes. Please reconsider this proposal as it will place unreasonable demands on inhabitants in the area	The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Bobbie	Meyer	No	I am feed up with the money spent on cycleways - as a long time Wellington Resident	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Michelle	Spiers	No	The entire idea of temporary street changes in response to Covid-19 is ludicrous. This is not New York; these roads are never full of pedestrians and cyclists, except in organised marathon/running events when the roads are closed. If people need to social distance they can merely move around the subject in their way. To spend rate payers funds in this declining economic climate on such changes is criminal. The government have sent our children back to school and say we can meet in restaurants and groups of up to 100 people (although it is noted civil servants are not back to work, in town supporting the city) so these distancing measures are clearly not required. Utter madness. Baseless and and irresponsible use of rate payer's funds.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Z & I & D	Sajdl	No	Ref: TR98-20 27 May 2020 Proposed "temporary" pop-up 2-way cycle lane and removal of the existing car parks in Evans Bay Parade near Greta Point Submission: We found a WCC flier in our mailbox late on 21 May 2020. It said that the WCC were proposing a temporary 1.6km "pop-up" cycle lane along the east side of Evans Bay Parade (EBP), from NIWA to the Cobham Drive traffic lights. WCC proposal to take away ALL the carparks on the Eastern side of EBP is a very bad idea – "temporary" removal or not, virus or no virus. THE EXISTING CARPARKS ON EVANS BAY PARADE ARE ESSENTIAL & REQUIRED - there are many hundreds of people (with cars and their existing car parking needs) living in large complexes at 305 EBP, 326 EBP and 312 EBP. There are additional car parking needs of many other people living in the affected area, users of 2 cafes and many businesses and community services along the affected area. According to the original project plans (pdf files created on 4 Sep 2017) which we found since the WCC flier drop on 21 May 2020 on one of WCC websites, there is enough width for all users and services required, including the car parks on the east side in this area of EBP. The original project plan (regardless of option) has footpaths, 2 bike lanes and car parks on both sides of EBP. This original project plan now shows ON HOLD status (see https://www.transportprojects.org.nz/current/evans-bay/niwa-to-cobham-drive/). Further to the above, -the cost of the now proposed pop-up is not given (if it was to go ahead). This "temporary" pop-up proposal will be unnecessary additional cost and additional delay to the original project plan. -the length of or criteria for "temporary" is not given – there is no timing for reinstatement of the affected carparks if the "temporary" proposal goes ahead. -there	The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. So we will be able to learn from them. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Ryan	Leatham	No	We as a sports club would struggle with the loss of car parking on our event days. While the removal of the bus stop outside the club would also mean encouraging members to use the bus as an alternative would be difficult. If an alternative car parking solution could be found (e.g. using the public boat ramp parks - but this will cause significant congestion) for our event days, we could potential support the idea.	The removal of car parks is required to provide the necessary space to implement the project.

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Kristy	Udy	No	I am a cyclist and am generally in favour of bike lanes that makes it safer to cycle. But, the area on Evans Bay Parade from NIWA to Rata Rd has many apartments with limited or no space for off-street parking and this area is already difficult enough to find a parking space in, as all carparks are completely filled overnight, with very few available during the day (due to residents, not visitors). The proposal would mean that I will most likely not be able to park within 1km of my house (I live in the apartment complex at 305 Evans Bay Parade). I am fit, so that is not a big problem for me, but I imagine that would cause problems for those with limited mobility. Also, I am unsure of the usefulness of adding a temporary bike lane in the proposed position during winter. I commute daily by bike and the cyclists I see seem competent enough to cycle on a road where there are no bike lanes. Possible beginner bike riders (those cycling as an alternative to taking a bus) are likely to be put off by the cold temperatures, wind, and rain on the route, therefore making an extra bike lane unnecessary. On a side note, I hope the bike path that is under construction from Oriental Bay to Greta Point will have a barrier between cyclists and pedestrians. Otherwise, I think cyclists will just ride on the road as pedestrians tend to use the whole width of any path and are often oblivious to the fact it is supposed to be shared use.	The removal of car parks is required to provide the necessary space to implement the project. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.

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David	Patterson	No	WCC TR 98-20 Consultation Re Evans Bay 2 way pop up Cycle way 28 March 2020 Dear WCC Thank you for the opportunity to submit and object to the proposed cycle way. I am writing on behalf of the organisations listed at the bottom of this letter and with their approval to register their opposition to this cycleway. The grounds for opposing the 2 way pop up cycle way at Evans Bay are as follows: 1.Opposition to removal of 145 carparks: All the organisations listed below strongly object to the proposed removal of the 145 street car parks. These car parks are important to the businesses in the area and removal of the car parks would have a significant detrimental effect on a number of the businesses and cause them to lose business.In addition many of these car parks are also used by residents in the area and removal of the car parks will be highly problematic for them. 2.Opposition to timing and economic effect: A number of the organisations listed have suffered significant downturn in business over the lock down periods and are only now just starting to build up again. The adverse affect the removal of 145 car parks would have on a number of the businesses means that it is very difficult for those businesses to understand how WCC could be proposing to remove them at this time. For these businesses this is not some theoretical matter (as the pop up trial seems to be for the WCC)-- this would harm a number of businesses by reducing the number of customers they have and reducing their earnings at a time when they desperately need everything working in their favour. Has WCC really thought this through? 3.Objection to Covid-19 rationale for the pop up cycleway: The organisations question the so-called Covid-19 distancing rationale for this proposal. Is this really the reason for this proposal or is it more driven by a pro-cycling agenda? a.Level 1 does	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Richard	Ellis	No	We need some parking on this road to support scouting activities. Can the bike lane be weekends and day time only please to allow evening parking. We need access to our facilities for youth activities	The removal of car parks is required to provide the necessary space to implement the project.
Robert	Poole	No	Given the lack of any active cases in the southern end of the North Island and the likelihood that physical distancing restrictions are to be eased soon, I see these temporary changes as a waste of money. They will inconvenience as many people as they will help. I am supportive of the improvements in cycling infrastructure that are underway across the city over the last five or so years, but the changes need to be sensible and planned so as not to get people offside. This proposal for pop-up bike lanes seems unnecessary (most cyclists safely use the road here) and too late given where we are in the COVID-19 response. I'd rather see cyclists encouraged to use the road here whilst the physical distancing requirements are in place. Additional "slow down for cyclists" signage could be used instead. The bigger issue is at Point Gerningham where the works to widen the shared cycle/pedestrian space make the space very congested.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Paul	Yardley	No	The leaflet delivered to our Neighborhood states the reason for the proposed changes is "to ensure the Covid -19 social distancing guidelines can be achieved". This problem is quickly dissipating. Thankfully the efforts to eliminate Covid -19 are succeeding. The numbers of both pedestrians and cyclists have reduced as the alert levels have reduced, not a surprising result as people return to work and students return to schools and tertiary education establishments. The neighbourhood where this work is proposed in a residential area and the majority of residences do not have on site parking. It may be an inconvenient truth but many residence own cars and the number carparks being eliminated will cause a problem. I do not believe that the proposed work would stand up to an independent cost / benefit analyst and will be a waste of money in the very tough times that are ahead.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Puaseisei	Tofaeono	No		
James	Malcolm	No		
Tony	Randle	No	The WCC has proposed several traffic Resolutions: 1.Install 1,579 metres of temporary cycle lane along the east side of Evans Bay Parade. 2.Install a 1,200 metre temporary uphill cycle lane on Brooklyn Road between Willis Street and Ohiro Road 3.Install 900 metres of temporary cycle lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway 4.Convert one traffic lane to a two way shared pedestrian/ cycling path by installing a 3,000 metre one-way vehicle restriction on Massey Road starting from its intersection with Shelly Bay Road to approximately 220 metres north east of its intersection with Karaka Bay Road (at the eastern point of the on-road angle parking bays) and also Prohibit vehicles from travelling from Scorching Bay to Shelley Bay (in the north, west and south direction) 5.Temporarily widen the footpath on the southern side of Stout Street and also Relocate two mobility parks and motorcycle parking to nearby locations The justification for these changes is "To provide more space for walking and biking in response to Covid-19 social distancing guidelines." The JCA supports WCC responses to support the social distancing guidelines under the Covid-19 lockdown emergency. It is important the measures are taken to ensure residents are kept safe. However, the JCA opposes these "temporary" changes being undertaken under the legal framework of Traffic Resolutions and therefor opposes all these Traffic Resolutions. The concern of the JCA is that the WCC is making legally permanent roading changes under the justification of supporting temporary Covid-19 health measures. There is no information on whether these changes are justified in terms permanent improvements to transport and accessibility. That these changes are permanent is supported in that the traffic resolutions do not contain any information on how	For these proposed restrictions to be legally enforceable they must follow the Traffic Resolution process. You are correct that legally the traffic resolutions do not have an 'expiry date' as such however as communicated in the Traffic Resolution process, Council intends for these to be temporary - They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be. Once the decision is made to remove the temporary installations, this will be carried out via the Traffic Resolution process.
Marc	Hill	No	Not needed. Social distancing is easily managed especially as its now established contagion happens in confined indoor spaces.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Kim	Erikseb	No	Not enough room to do this. Evans Bay Parade is a heavy traffic route and very busy. Many people park along the sea side to go to the beach, sailing and the yacht club plus Greta Point has cafes, crÃches and many apartments where parking is on the road. The removal of 145 parks. is significant. Where are people going to park? 2.5 metres is too wide for a cycle way. There is not enough road to accomodate this. Big trucks and buses already cross the median strip on the Parade. Even if there is a cycle way, some cyclists will still continue to use the road where the cars go and the footpath. A 2 way cycle way is also quite dangerous. Crossing the road will be hazardous with a busy road, 2 way cycle way and a footpath and bus stops to watch. Are there to be more pedestrian crossings? Where will residents park? Coupon parking will that be an option? Note, that social distancing is not being achieved on Cobham Drive and Evans Bay Pde and the cycle way has taken forever and it is still not complete. Cycles are riding on the road and on the foot path along with walkers. The pohutakawas are also been killed and damaged. Safety will not be improved. Currently there is much mud and quick sand down by the wind wand on Cobham Drive and construction of the cycle way has been going on for a long time. Happy to provide further comment - we live opposite the yacht club a very busy area.	The removal of car parks is required to provide the necessary space to implement the project. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. There is currently pedestrian crossing facilities along this stretch of road that will remain.
Greg	Day	No	I do not see a need under Covid 19 which will most likely be at level 1and therefore social distancing will not be required before the cancel does anything and therefore unnecessary. By doing away with carparks will affect visitors to our apartment particularly the elderly who will not be able to park at a distance and walk here. It will not also affect all the group cyclists who ride as groups in the weekend and will not use the bike strip.You say temporary but give no dates. it is actually the council doing away with car parks by stealth!	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Elise	Chan	No	1 Removal of 145 unrestricted- I always having friend visiting me at the night time, if there are no car park available, which means some of my friends will not come to visit. By looking at the map, there will be the parking at kilbinbie park. Some of my is over 70yrs old. So it is cut out my social life. My opinion thatshould be allow to due non busy time. 2 For how long that the temporary cycle line will gone and go back normal.	The removal of car parks is required to provide the necessary space to implement the project. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Allanah	Barr	No	Unnecessary, traffic flow is already frustrating enough.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.

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Samuel	Guy	No	This change is not justified. The inconvenience will be immense. The number of cyclists and walkers who use this route is small, and will only get smaller as winter approaches. The parks that are being removed are nearly always full and removing them will affect local residents and visitors to the beach only negatively. I regularly walk this route at peak times so I am not against this personally. However approaching this change holistically, it cannot improve anything.	While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. The removal of car parks is required to provide the necessary space to implement the project.
Howard	Davis	No	I strongly oppose this change. Where I live most evenings - and often in the day - there is insufficient parking on the western side of Evans Bay Pde for residents. Almost every night - and usually during the day - there are resident cars that cannot park on the western side - outside houses - and must park on the sea side. When there is a particular event eg at the yacht club or down in the Cobham St park a large number of parks on the seaside are needed. We cannot afford to give up all of the parks on the sea side of Evans Bay Pde. Also, coming from the north - including after work - on the seaside, to get to parking on the western side we turn into a driveway to the south of the clubroom, where we can turn onto the west side. This is our only, safest turn as a u-turn on the Parade is not safe. It is already a difficult turn with two-way traffic on the Parade and on the footpath. With another two way cycleway to check - potential traffic from six directions - the turn would be extremely dangerous. This turn is extremely important to us as otherwise we would need to drive some distance to make a safe turn. I am extremely worried about excessive narrowing of the Parade. It is Wellington's dangerous goods route. Already, at current width, many trucks, buses and other large vehicles cross the middle line. I am very worried that some of this space will be lost and safety compromised. Also, many creche, cafe, scout club and NIWA people need the area around Greta Point on the seaside to park. This area is almost always full most nights, and often in the day.	The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Johanna	Carter	No	Where is the cost benefit analysis - what will this do to our rates	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Carol	Stewart	No	I bike this way a lot, and I find the road adequately wide already. I'd rather other nasty narrow roads were prioritised.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.
Nigel	Solomon	No	Enough Bike lanes this city will never be Copenhagen or Amsterdam. Please fix the traffic congestion first. Please spend my rates on real projects like ageing infrastructure! Forget your vanity projects remember this is the reason the last Mayor was voted out! People are sick of green crap! I believe raging infrastructure, a city library, etc is more important.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Dox	Love	No	I disagree with the proposed changes laid out in TR98-20 1. I have only been made aware of TR98-20 A this morning. I have not been given enough time to respond accordingly to such a proposal as this. 2. As our residential properties were consented to being built WITHOUT any off-street parking, I would like to propose that the car parks outside of the units at 316 Evan's Bay Parade, remain solely for the use of the tenants of those apartments. 3. I support any submissions made by residents opposing the proposed changes as laid out in TR98-20.	The removal of car parks is required to provide the necessary space to implement the project.
Jake	Yocum	No	My feedback. As a resident 464 Evans Bay Parade, I think it's an absurd proposal, that I will not support in anyway. If it goes ahead I will continue to park in the designated lane, with our one vehicle we need for our family. The health and safety concerns of having available transport on hand for emergency, is a greater need than anything else.	The removal of car parks is required to provide the necessary space to implement the project.
Matt	Penney	No	On behalf the Kupe canoe club based in the Wellington Cadet Centre at cog park we oppose the temporary cycle lane. We have 120+ members, many of whom pay to store their kayak at our club room and paddle on a daily basis. Most members drive to, and park outside, the club room using the street parking you wish to remove. We experience problems with car parking now, competing with the vehicles of dog walkers, long stay and local residents and the club has recently lodged this feedback with the WCC. This proposal will make it almost impossible to visit the club room by car. If that is the case then we may lose members because it is too difficult to access their kayak and that potential loss of membership will put the club sustainability at risk. On a personal note, I am also a cyclist and my preference is to ride on the regular road because that is the fastest surface and has the least debris.	The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Geordie	Cassin - AA	No	1. This submission is made by the Wellington District Council of the NZ Automobile Association (NZAA). The NZAA has over 200,000 members in its Wellington District. 2. The Wellington District Council of the Automobile Association has discussed the proposed two-way pop-up uphill cycle lane on Evans Bay Parade. We are supportive of providing separate cycle lanes or shared paths for cyclists as this separates vulnerable road users from motorized traffic. However, we also consider that the process for constructing a safe cycle route needs to be evidence based and carried out in a thorough and inclusive manner. 3. In summary we have many serious concerns with the proposal due to the paucity of detailed information on the proposed pop-up bike lane as follows: 4. The proposal lacks detail and gives the impression of being rushed. The 14-day consultation period is too short with insufficient time for us to consult our members. There is no consideration of the loss of parking and the effect on local businesses. 5. The proposal is for a temporary two-way cycle lane. There is no mention of how long “temporary” is. We consider any temporary cycle lane should be subject to review after a short period e.g. 3 months. We consider even a temporary bike lane still needs to be properly designed with a safety audit. 6. There are 2 bus stops affected by the proposed bike lane. There is no detail on how buses will be able to safely stop at the kerb within the bike lane. This is a known safety hazard for cyclists. 7. We understand that no design work has been done on this proposal. We would like to be consulted during the design process and would expect a safety audit to be completed on the design before any construction works commence. 8. The change is proposed to provide more space for biking in response to Covid-19 social distancing guidelines. We note	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Mike		No	I’m not keen on car parks being removed, at least not 145 (where are we supposed to park?). It’s unfair. I’m against the proposal/s at this stage if you could please note this.	The removal of car parks is required to provide the necessary space to implement the project.
Carmen	Wallace	No	Petition of 31 signatures emailed	

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Frank	Wall	No	<p>The proposal is discriminatory, in that residents and ratepayers along our fellow Parades in Oriental and Island Bays that have had similar cycle ways installed have retained their carparks. Moreover, he proposed change is neither necessary nor desirable. The stated necessity for the proposed pop-up is to “ensure Covid-19 social distancing guidelines can be achieved”. BUT - cyclists are not causes of Covid-19 spread, which has more to do with:</p> <ul style="list-style-type: none"> •INTERNATIONAL TRAVEL, and •CLUSTERS, ie close contact for prolonged periods in confined spaces. <p>MOREOVER, Capital and Coast DHB has had no active Covid-19 cases as from 13 May.</p> <p>The second stated necessity for the proposal is to “improve safety”, BUT this measure has not been quantified, nor does it take into account the reduced vehicular and cycle traffic along Evans Bay Parade in the current Covid environment - and nor does it take into account that cyclists consider that they are entitled to cycle in any direction on roads, cycle lanes and footpaths - and they do so.</p>	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.</p>
Andy	Economous	No	<p>Received during Eastern Ward webinar held 23 May. Submission passed on by Cr Rush.</p> <p>Love to join in to the discussion but it seems our mikes are muted so we can't have a say. I totally object to the removal of the car parks around Greta point as it will lead to the death of the businesses. Government is hell bent in keeping small business afloat and you want to kill them off!! There are alternative ways that you should consider and using covid19 as precautionary measures is rather weak. You must seriously think about it and allow more time for proper peoples input into the matter. 2 weeks notice is not acceptable.</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>

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Helen & Guy	Scott	No	<p>We have been notified by our Body Corporate that the Council to provide a temporary cycle lane from Greta Point to Cobham Drive. To achieve this all street parking will be removed on the seaward side of Evans Bay Parade.</p> <p>We have lived in Hataitai for over 40 years and raise our concerns over this proposal as both ratepayers and citizens with disability issues with an increasing need to rely on others to provide services. As citizens we are concerned that this Proposal will put the needs of cyclists over the needs of others users of the Parade by;</p> <ul style="list-style-type: none"> • Loss of their full enjoyment of easy access to open green space and courts, water activities (boating, fishing, cadets, scouting groups, canoeing) and swimming at Hataitai and other smaller beaches • Increasing the safety risks to families and individuals trying to access and transferring canoes, boats and families from the other side of the road to the parks and sea • Impacting on the 2 cafes on either sides of the Parade. Their ability to operate will be reduced by loss of parking and customers and will in turn will impact the Council's ability receive rates • Only 4-6 car parks will exist on the land side of the Parade between the bus stop at the southern end of Te Aro Iwi and the crossing outside the Hataitai bathing sheds. There will be no available parking for those using the dog park or wishing to access activities on the seaward side of the Parade in this area of high recreational use. <p>As older and partially disabled citizens we hope to enjoy what we can still achieve as pedestrians who find it increasingly unsafe to cross roads and walk on footpaths by a growing number of discourteous cyclists. The cycle lane will not make us any safer.</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Tyler	Dunkel	No	<p>As a homeowner along the section of Evans Bay Parade, where the proposed temporary cycle way would be located, I am STRONGLY against this project. The addition of this cycleway, even temporarily, would create parking havoc in an already strained location. Along this section of the route, there are two cafes, two child care centres, the dog park, Hataitai beach and other recreation areas. There are also several blocks of apartments/homes which do not have off street parking.</p> <p>The proposed temporary cycle way (and the formerly tabled permanent cycleway ideas) are not adequate to our neighbourhood needs and will disrupt us. I am opposed to the addition of the proposed temporary cycleway, which I believe would likely present a similar situation and reaction as the Island Bay debacle.</p> <p>Please do not install this temporary cycleway. Please come back to the community for consultation regarding an adequate permanent scenario, rather than disrupting us with a band-aid solution which we have already rejected in spirit during previous consultations.</p>	<p>The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Robin	Boldarin (Miramar/Maupua Progressive Association)	No	This route is a main thoroughfare for city access. By cutting down the road width it makes navigation of this more demanding. As above we question the liability of cyclists/pedestrians to conform to the dictates of the time. We would oppose this proposal. This association is concerned over the restrictive time-frame for submissions on these proposals – 13 days in total. We are nearing the end of the coronavirus period (hopefully), the volume of traffic has noticeably increased and we are slowly entering the winter season when both cycle and pedestrian 'traffic' inevitably decreases. If there is an intention to monitor a particular sector of the 'traffic' it might be more productive if attention was directed to the freedom some cyclists take – i.e. cycling on footpaths, going through red traffic lights, no cycle helmets (which we understand is 'compulsory'), no rear light and (for some) a recklessness in wearing dark clothing indistinguishable in the darkening light. Pedestrians, in the main, assume a more responsible stance. Children (including teenagers) require a certain amount of care. The older - labelled by some as 'boomers' - also require care. For some, mobility equates with cars, driven either by themselves or a caring family member. The middle age group is generally the income-generating sector upon which these two age groups are reliant. Only a very small group within these are cyclists or, as the newer 'with it' group would say 'e' cyclists. There seems to be no specific reference to the latter and they are the ones which cause the most concern as there appears to be no specific monitoring of routes taken by these users.	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Jonathan	Bhana-Thomson	no	I see the info in the Traffic Resolution about the removal of the parking etc to allow for the cycle lane. This route is part of the only oversize route between the eastern suburbs and the City. Is it possible to see some cross sections that show the available width across the road, and what method will be used to delineate the cycle lane – is it safe hit posts? Also for what length of time will the cycle lane be in place? This will help to inform a submission that we can make to the consultation.	Cycle safety is enhanced by providing a separated cycleway protected from moving traffic by hit sticks. This ensures vulnerable road users are provided a safe area to ride. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Julia	Cameron	no	Your letterbox drop proposal for a temporary cycle lane along Evans Bay lacks lot of simple information I need for understanding the implications. Can you please describe for me what will happen, and how it is meant to be used? Will it mean there can be no onstreet parking on the eastern side of the parade?	The proposal is to install a 2 metre wide two lane cycle way. The removal of car parks along the eastern side of Evans Bay Parade is required to provide the necessary space to implement the project.

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Catherine	Solari	no	<p>I have more questions about the proposed temporary cycle lane on Evans Bay Parade which we have recently received information about.</p> <ul style="list-style-type: none">• There was a cycle way planned for the section of road...is this in line with the original plan?• It is stated to be temporary? When do you propose it will be changed back? Or made permanent?• The letter states this is in response to Covid 19 and social distancing, however construction will not start for 3 months if it goes ahead. We may be in Level 1 at that point of social distancing is no longer an issue?• Now that we are at level 3 and some people have returned to work is this really still an issue? I am a resident and walk around Evans Bay Parade every day. Now that we are in level 3 the crowds have disappeared.• The parking spaces that are proposed to be removed are currently all full and the time limited ones are often patrolled and tickets issued for overuse. Where are these cars proposed to go? There is no room on the streets that go up the hill towards Hataitai from Evans Bay Parade. <p>I would like to see more detail about the cycle way please. I do agree with reducing traffic and making cycling and walking safer but I do think we can share these spaces and accommodate the existing residents / businesses cars. One does not eliminate the other. There are many stretches along Evans Bay Parade where the existing footpath is already very wide and can be used for both but needs to be marked accordingly. At Greta point there are 80 dwellings, NIWA and a restaurant. All of these rely on the carparks that you are</p>	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change</p>

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Frank	Wall	No	<p>The proposal is discriminatory, in that residents and ratepayers along our fellow Parades in Oriental and Island Bays that have had similar cycle ways installed have retained their carparks. Moreover, he proposed change is neither necessary nor desirable. The stated necessity for the proposed pop-up is to “ensure Covid-19 social distancing guidelines can be achieved”. BUT - cyclists are not causes of Covid-19 spread, which has more to do with: 1: INTERNATIONAL TRAVEL, and CLUSTERS, ie close contact for prolonged periods in confined spaces. MOREOVER, Capital and Coast DHB has had no active Covid-19 cases as from 13 May. The second stated necessity for the proposal is to “improve safety”, BUT this measure has not been quantified, nor does it take into account the reduced vehicular and cycle traffic along Evans Bay Parade in the current Covid environment - and nor does it take into account that cyclists consider that they are entitled to cycle in any direction on roads, cycle lanes and footpaths - and they do so. Neither is the proposal desirable: 1: the cost of the pop-up is not given, but with the WCC facing a post-Covid \$70m revenue shortfall and a proposed rate rise of 5.07%, one could be forgiven for thinking that ALL “nice to have projects” with no benefit would have been razed from the WCC budgets some time ago 2: not satisfied with killing small businesses in Kilbirnie, the WCC now appears hell-bent on killing small businesses in Hataitai. The WCC should improve its timing: 1: the consultation period opened 9am 15 May. I am directly affected by this proposal, and the first I knew of it was a mailer in my letter box which I retrieved at 7pm 21 May 2: the proposal pre-empts the NZTA’s “Accessible Streets” package, submissions to which closed 5pm 20 May 3: if the WCC is “proposing a change in my area”, then why does the WCC say that “the proposal will be installed within the</p>	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
Mike	Rawson	No	<p>I’m not keen on car parks being removed, at least not 145 (where are we supposed to park?). It’s unfair. I’m against the proposal/s at this stage if you could please note this.</p>	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change</p>

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Eva	Galas	No	<p>This has to be the worst possible response and complete disregard for the Greta Point Cafe and others in the area. Not only have these businesses suffered during Lockdown, but now instead of making life easier for them, you plan to remove carparks and a bus stop from outside the shop in the middle of winter in case a few brave people will venture a walk in a howling Southerly and heaven forbid, pass by one another. Stop assuming that we are incapable of social distancing without your rearranging the entire city and spending our money to do so! Has any thought whatsoever been given about the shop-owners survival in these already difficult times. Any idea how much stress and anguish your plans are causing these business people and the public? My elderly husband and his friends travel to the cafe daily for their get togethers and to support the shop. They are frail and unable to walk half way around the bay to go to the cafe and therefore drive and park opposite. Is any thought given to the elderly who frequent these businesses? Where are they going to park? As a ratepayer of many more years than most, I am appalled by the lack of thought behind these ideas and especially the complete disregard for the needs of the older generation who don't ride bikes, don't use e-scooters and need their cars and parking close to amenities. Heres a thought...instead of wasting more ratepayers money on thoughtless schemes, lower the exorbitant Rates you charge and spare a thought for all those that are losing their jobs and livelihood and can no longer afford them. How about some smart ideas to help small business and the newly unemployed to survive instead of killing them with proposals like this. As for your democratic method of gathering feedback and submissions online on this matter. Has it occurred to anyone that most of your elderly ratepayers are not tech savvy</p>	<p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Mark	Walker	No	<p>We have several issues with this notice. 1. The ambush style of this late notice. Only 1 weeks' notice 2.Removing 150 plus car parks in an area already short of parking will cause absolute chaos.3. Many properties in the area have no off street parking including the recently built units owned by the Te Aro tribe, a development snuck through without notifiable consent.4. Its effect on the local cafes. This will destroy the Greta Point café business.5. There is already a perfectly good cycle lane from NIWA to Cobham Drive, that has functioned perfectly well for many years. Simply there is no justifiable reasons for this pop up cycle way</p>	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>

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Llani	Ngatoro	No	<p>We strongly oppose the removal of 145 unrestricted parks. We are residents of 312 Evans Bay Parade. We work in Wellington City and Upper Hutt City. We have 1 household car and 1 work car. We rely on close proximity to our house as we have 1 newborn baby and 1 child with special needs. Having carparks outside our house and when not available, across the road by Marrakech Cafe North and southwards is very important for us to safely manoeuvre between our house and the car with 4 children. We believe the roadworks that will occur will bring more traffic to the area and become even worse/unsafely for residents with children to safely cross. We suggest if this were to go ahead the following: 1) Implementing resident parking outside 312-316 Evans Bay Parade for residents of 312-316 Evans Bay Parade. Occupants at the Greta Point apartment complexes have the use of 1 garage and 1 offstreet park so should therefore not be advantaged and others not. 2) Removing the x2 5 minute carparks outside 312 Evans Bay Parade and converted to resident parking also. 3) Applying 5 minute parking to those parks directly outside the Active Explorers daycare (normal rules). This suggestion is for the duration of construction of the cycle lane. We would like to highlight our strong opposition to this. We feel this will affect our family mentally..</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Andy	Economous	No	<p>I totally object to the removal of the car parks around Greta Point as it will lead to the death of the businesses. Government is hell bent in keeping small business afloat and you want to kill them off!! There are alternative ways that you should consider and using COVID19 as precautionary measures is rather weak. You must seriously think about it and allow more time for proper peoples input into the matter. 2 weeks notice is not acceptable. Yours kindly Andy</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Helen & Guy	Scott	No	<p>We have lived in Hataitai for over 40 years and raise our concerns over this proposal as both ratepayers and citizens with disability issues with an increasing need to rely on others to provide services. As citizens we are concerned that this Proposal will put the needs of cyclists over the needs of others users of the Parade by;</p> <ul style="list-style-type: none"> • Loss of their full enjoyment of easy access to open green space and courts, water activities (boating, fishing, cadets, scouting groups, canoeing) and swimming at Hataitai and other smaller beaches • Increasing the safety risks to families and individuals trying to access and transferring canoes, boats and families from the other side of the road to the parks and sea • Impacting on the 2 cafes on either sides of the Parade. Their ability to operate will be reduced by loss of parking and customers and will in turn will impact the Council's ability receive rates • Only 4-6 car parks will exist on the land side of the Parade between the bus stop at the southern end of Te Aro Iwi and the crossing outside the Hataitai bathing sheds. There will be no available parking for those using the dog park or wishing to access activities on the seaward side of the Parade in this area of high recreational use. As older and partially disabled citizens we hope to enjoy what we can still achieve as pedestrians who find it increasingly unsafe to cross roads and walk on footpaths by a growing number of discourteous cyclists. The cycle lane will not make us any safer. 	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Wendy	Gurtner	No	<p>A more acceptable and fairer option for residents, business/cafe owners, visitors to the area and cyclists, rather than removing essential car parks would be to make the road from Greta Point to Cobham Drive a 'safer speed' restricted speed zone as has been done in Oriental Bay. With appropriate safe speed signage and a speed limit of 30 or 40kms, I as a cyclist would feel safe enough for the very limited amount of time required to be on the road until Cobham Drive. Almost all of the great New Zealand cycle trails require some on road riding. It is simply a fact of life and the WCC is right in attempting to make any cycle journey as safe as possible. However this cannot be done exclusively and to the detriment of other citizens. We need to compromise and share the available resources. The risk of putting two local cafes out of business amongst a myriad of other ill effects seems a huge price for a short term, underconsidered, under consulted cycle track.</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Karmen	Wallace	No	<p>I disagree with the proposed changes laid out in TR98-20 strongly oppose the above proposed changes for the following reasons:- 1.. WCC has given no evidence of any person contracting the Covid-19 virus whilst walking, cycling, spending any time or using any part of the proposed stretch of roading. 2. Given the WCC policy pre-covid to insert more cycle ways around Wellington, I have no confidence that this proposal is merely a temporary measure to ensure the Covid-19 social distancing. I believe WCC will use this proposed, arguable improvement, to leverage an argument for it to remain a permanent fixture into the future. Covid-19 is set to be around for a long time. What guarantees does WCC give that this is temporary? At what Covid-19 level does WCC guarantee removing the temporary fixtures? 3. 14 days notification is an inadequate timeframe for residents to call a community meeting to discuss this proposal and submit questions to WCC or make an organised group submission. In fact the notification received in my mailbox was after 15 May 2020 and therefore inside 14 days notice.4. Many households have no access to off-street parking or are already competing for very limited parking spaces. As an example; from the Motel Bella Vista to Greta Point cafe there are only 14 unlimited time car parks on the Western side of the road to cater for this densely populated area. Removing the car parks will compromise the safety and wellbeing of these households, particularly those with children or residents with physical difficulties, who will be required to walk some distance to and from their homes in often unpleasant Winter conditions. Has WCC really considered the congestion this proposal will cause to Rata Road and Belvedere Road? These are already very congested parking areas in the evening, not to mention their extremely steep gradient. There will also be</p>	<p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
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Evans Bay Parade - TR98-20				
John	Spoon	No	<p>Submission on temporary ("pop up") cycleway Evans Bay Refrence TR98-20.</p> <p>I object to any removal of vehicle parks on the seaward side of Evans Bay parade between Haitati Beach and south to Evans Bay Yatch and Motorboat club.</p> <p>I had made a submission in the past on parking changes in this area, suggesting the most practicle cost effective compromise would be a lowering of the road speed limit.</p> <p>Unfortunatly there was no feedback on this suggestion.</p> <p>I have a keen vested interest in this issue as owner of boatshed 135 Evans Bay parade.</p> <p>My boatshed will become very difficult if not impossible to use if parking is removed.</p> <p>I rely on close parking to remove materials for both maintainence of the shed and items used in boat restoration.</p> <p>Being of advancing years not having the ability to park close to my shed will also be a major problem.</p> <p>The image you have forwarded just shows a red line in the area I'm concerned with. There is no clear plan or description of what the changes will be. No indication of allowances for exsisting users and residences.</p> <p>This parking area is of high usage. Users of the boat club Sea Scouts and all boat shed owners all park there.</p> <p>Built up residential buildings in the area with very limited parking use</p>	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of car parks is required to provide the necessary space to implement the project. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Jenny	Graham	No	The objective is stated as giving space for 'social distancing' in Covid 19 times. This is a nonsense and a hugely expensive waste of time and rate payer money. As a resident of Evans Bay Parade (Hataitai Beach) I am in a position to make observations about traffic flows in this area. During the Level 4 lockdown hundreds and hundreds of people, families, cyclists, dog walkers, joggers, children of all ages on their bikes, scooters, skateboarders, sunbathers, fisher people, sunbathers all out for their daily recommended exercise time used this space. Almost without exception all of these hundreds of people used this area abiding by all the L4 rules for social distancing with courtesy and good grace. There were no intrusions on space in spite of the numbers and risks of Covid transmission were avoided. No additional space was required. Now we are heading for Level one where people have returned to work and numbers requiring the space are less concentrated the WCC deem it necessary to create additional space for fewer people by removing car parks along this popular recreational area. This means that anyone wishing to access the cafes, beaches, wharves, tennis/basketball courts cadets, scout facilities, dog park will no longer be able to park their cars. Parents bringing children down with cycles to ride, kites to fly, dogs to walk will not be able to use their car to travel and bring equipment here as parking will not be available. Kayakers, paddleboarders, canoeists needing time to unload craft from cars will not have their usual space to park available. As a long time resident I know how popular this area is for recreation for all ages and abilities. It horrifies me that access to this exceptional space is to be compromised for no good reason. The allocation of funds for this can not be justified and could be better used for propping up the Fragile Wellington water supply. I am one of	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
Dox	Love	No	I disagree with the proposed changes laid out in TR98-20 1. I have only been made aware of TR98-20 A this morning. I have not been given enough time to respond accordingly to such a proposal as this. 2. As our residential properties were consented to being built WITHOUT any off-street parking, I would like to propose that the carparks outside of the units at 316 Evan's Bay Parade, remain solely for the use of the tenants of those apartments. 3. I support any submissions made by residents opposing the proposed changes as laid out in TR98-20.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.

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David	Patterson - National Party Candidate for the Rongotai Electorate	No	I am writing on behalf of the organisations listed at the bottom of this letter and with their approval to register their opposition to this cycleway. The grounds for opposing the 2 way pop up cycle way at Evans Bay are as follows: 1. Opposition to removal of 145 carparks: All the organisations listed below strongly object to the proposed removal of the 145 street car parks. These car parks are important to the businesses in the area and removal of the car parks would have a significant detrimental effect on a number of the businesses and cause them to lose business. In addition many of these car parks are also used by residents in the area and removal of the car parks will be highly problematic for them. 2. Opposition to timing and economic effect: A number of the organisations listed have suffered significant downturn in business over the lock down periods and are only now just starting to build up again. The adverse affect the removal of 145 car parks would have on a number of the businesses means that it is very difficult for those businesses to understand how WCC could be proposing to remove them at this time. For these businesses this is not some theoretical matter (as the pop up trial seems to be for the WCC)-- this would harm a number of businesses by reducing the number of customers they have and reducing their earnings at a time when they desperately need everything working in their favour. Has WCC really thought this through? 3. Objection to Covid-19 rationale for the pop up cycleway: The organisations question the so-called Covid-19 distancing rationale for this proposal. Is this really the reason for this proposal or is it more driven by a pro-cycling agenda? a. Level 1 does not have a social distancing requirement for public transport. In which case given that it appears quite possible that in a month or so level 1 may be here, how can this covid rationale	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We acknowledge the removal of parking will be a concern to businesses and residents in the area. Parking will be retained on the Eastern side of the road. The availability of parking can be monitored following the installation of the scheme and adjusted if things are not working. The scheme will be installed using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If parking remains an issue we can clearly identify the problem and adapt the design quickly and cost effectively based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Lucy	Stewart	Yes	This fixes a very dangerous area of an otherwise lovely route around the coast. Urgently needed. Should be permanent.	
Simon	Vita	Yes		
Anne	Cunningham	Yes	Like a growing number of families, we don't have a car - and use e-bikes / e-ute bikes. At the moment we can't access many leisure places because they are so busy - and with the added pedestrians on the road cars are more chaotic. This would give us access to somewhere safely with balance for the needs of other road users.	
Craig	Stevens	Yes	I work at Greta Point and cycle to work... this will improve safety and distancing for me greatly.	
Arran	Whiteford	Yes	I bike this route all the time and it is a much needed change! If you follow the current southbound bike route onto the pavement it really angers pedestrians. The road on this section features a constant risk of car doors. Really excited!!!	
Karen	Jenkinson	Yes	This is a sensible idea - fully support	
Finnigan	Illsley-Kemp	Yes		
Andrew	Chisholm	Yes	This is a prime recreation route for cyclists that encourages cycling to the city and safe clockwise riding around the harbour that links with more cycleways further East.	

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S	R	Yes		
Laura	Christie	Yes		
Duncan	Kenderdine	Yes	A great initiative, but please make sure the edge against the oncoming traffic is concrete barrier or similar or expect there to be injuries	
Erica	Mangin	Yes		
Alexander	Garside	Yes	I support this lane bringing the supposed shared route up to a usable standard. The current road route is acceptable for fast cyclists but I appreciate accommodations being made for a more relaxed pace, particularly with schools reopening.	
Kaye	Foran	Yes	Great - I usually ride on the footpath through this area as road does not feel safe.	
Celia	McAlpine	Yes	Please do some more temporary protected bike lanes than just these!! Some more in town would be great too	
armando	Velazquez	Yes		
Nicci	Wood	Yes		
Andrew	Bartlett	Yes	As a regular rider on this route by bike I strongly support the additional space. Please take care with the interaction with bus stops, I hope these will not be 'in' the cycle lane.	
Annie	Yeates	Yes		
Libby	Callander	Yes		
Dan	Addington	Yes	Yes this is a great idea. Now my seven year old will be able to cycle with me too on their own bike.	
Jacob	Jolley	Yes	I'm fully in support of these changes, the only thing better would if it were permanent. Allowing for proper bike lanes allows for safer biking around Evans Bay Parade, it also encourages bike riding.	
Merryn	McAulay	Yes		
Catherine	Bisley	Yes	I bike this route regularly, and think that allowing space for cyclists and pedestrians to physically isolate is a great idea.	
Russell	Tregonning	Yes	Excellent	
David	Spencer	Yes		
Lauren	Kelly	Yes		
Ian	Miller	Yes	Good to see this trialed. With a better car traffic solution down the SH1 corridor to the airport, this could become permanent.	
Scott	Campbell	Yes	We regularly ride this route with our two small children and having a traffic free option would make the whole journey more enjoyable and a great deal safer	
Corrina	Connor	Yes	I support the creation of this pop-up bike lane. I would like to ask that there are clear markings and signage, advising users that it is a *two-way* cycle lane, so that people remember to keep left!	
Joseph	Shannon	Yes		
Clara	Cantal	Yes	This will enable us to give more space to pedestrians when riding our bikes, besides also making riding a bike safer.	

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Patrick	Wilkes	Yes	If this makes a connection between the cycle lane that has been built around Point Jerningham and Cobham Drive then this would be great addition to Wellington's cycling infrastructure, allowing people from the east to cycle all the way in to town. Awesome! Please make it permanent.	
Nigel	Hefford	Yes	Cyclists often use the road instead of the footpath because the footpath is too narrow for both pedestrians and cyclists to coexist.	
Tamsin	Royson	Yes	The proposed lane connects with Well-utilised existing cycle lanes established from Oriental Bay/Pt Jerningham and provides a safe and clear continuous path to Evans Bay. Currently the (footpath) cycle lane is shared with pedestrians for the same stretch, and crosses several commercial, industrial and residential driveways. Even before the increase in walkers and runners along Evans Bay Pde during Covid-19 Level 4, there was pressure to share available space safely. There has been at least one serious incident involving a cyclist along this stretch in the past year (car turning into/out of residential driveway), and numerous reported altercations between pedestrians, cyclists and motorists. A dedicated pop up bike lane would provide greater safety and visibility for cyclists, including those with young families on bikes, and separate them safely from the high volume of runners, walkers and dogs. A further improvement would be to provide some form of additional safe connection along Wellington Rd into Hamilton Rd. This would complete a safe route for cycle commuters and families cycling from both Cobham Drive and Evans Bay Parade in to Hataitai and the Mt Vic tunnel. Currently the only options are to turn in to SH1 traffic at the intersection of Evans Bay Parade and Wellington Rd, or cycle illegally up the footpath for a block to connect to Hamilton Rd.	
Jonathan	Coppard	Yes	I strongly support this proposal. As a cyclist I prefer to use separated facilities as the speed I ride is not compatible with spaces shared with pedestrians. If parking reduction is an issue for residents council should look at enabling them to park in the overnight campervan parking area, given the low usage that space is likely to see in the immediate future.	
Ben	Nistor	Yes	This is a critical missing link between existing provisions so it would be great to see this given high priority	
John	Western	Yes		
Kat	Saunders	Yes	As a keen cyclist who moved to Wellington from Auckland one year ago, this is excellent news. Wellington city is lagging behind with providing safe cycleways. I have found cycling in Wellington to be unsafe and I have stopped riding so often. I support all new cycleway proposals and hope they can be made permanent.	
Sofia	Robinson	Yes		
Mark	Higham	Yes		
Neil	Beckett	Yes	Feeling unsafe is a key factor preventing people from cycling for pleasure or to commute. Worth trying.	

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Jules	Higham	Yes		
Jill	Ford	Yes	For this to be truly effective we also need a pop up lane on Oriental parade between Freyburg and Carlton Gorge rd.	
Andrea	Black	Yes		
Martin	Hefford	Yes	Great idea. Will improve health and wellbeing.	
Mark	Johnston	Yes	Yes, please take advantage of the NZTA funding and make this change to help less confident riders feel more comfortable on their bikes. Please consider making the change permanent after evaluating the success of this resolution.	
Sarah	Campin-Fordham	Yes		
Ari	Stevens	Yes	Sorely needed. A gap in the cycle network currently. Why not permanent?	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons.
Celia	Wade-Brown	Yes	Giving cyclists and pedestrians separate space is good practice	
Alex	Litherland	Yes		
David	Karl	Yes		
Jez	Weston	Yes	I support Wellington's expansion of cycle paths and other resources for active modes of transport. This should take priority over on-street parking.	
Lewis	Ellison	Yes		
Shane	Sinclair	Yes		
Rhiannon	Bertaud-Gandar	Yes	I support any resolutions that make the city more friendly for cycling and walking.	
Daniel	Neely	Yes	Fully support it!	
Conor	Hill	Yes	Sounds great	
Igor	Albornett	Yes	Bring it all the way to Cobham Dr.	
Valerie	Townsend	Yes	excellent for commuters on bikes - Safer for them. we might see less cars and more cyclists.	
James	Barber	Yes	This is no way near enough. The crowded parts of the city are in the heavily populated areas near the CBD. This is where footpath extensions and temporary cyclelanes should be going. What the Council is proposing here is, frankly, lazy and tokenistic. You should listen to the recommendations by groups like Cycle Aware Wellington.	
Bradley	Stockman	Yes	This upgrade should be made permanent.	
Ash	McCrone	Yes		
Lynn	Cadenhead	Yes	I biked there last weekend. Bike lane was too busy and crowded so extra space is needed	
Emily	Shrosbree	Yes	Support moves to give pedestrians and cyclists back the streets over car users. And I think this should be long term, not just for Covid-19 distancing.	
Matt	O'Neil	Yes	Very popular route for recreation, and commuters along the bays and linking Cobham Drive, WRAC, Kilbirnie and further afield.	

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Flavia	Figueiredo Machado	Yes	Please we need to make safe and easy to bike and relieve the pressure on public transport and leave cars for those that really need to drive	
Sheila	Hart	Yes	Essential as this is always a congested area, impossible to keep socially distanced.	
Denis	Mander	Yes	While I support this change it is not clear what criteria have been used to select this particular traffic management measure on this road, and why the response is so limited. Without wanting to distract council efforts in getting on with this I really want to see social distancing enabled safely on other city streets with urgency given to areas where pedestrian congestion is high.	A long list of projects were considered and analysed using multi criteria analysis. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.
Jean-Michel	Carnus	Yes		
Richard	Thomson	Yes	I support this proposal as it will improve safety, increase transport options and help progress towards decarbonising our community.	
Alice	Weir	Yes	Yes but additional bike lanes should be permanent not temporary.	
George	Baird	Yes		
Georgina	Preston	Yes		
Anthony	Davies	Yes		
Peter	Mora	Yes		
Kris	Ericksen	Yes	Fully support - excellent concept	
Renee	Sara	Yes	Although I very occasionally park along there, most of the time I'm walking or running and I would love to see the path width extended to allow for other forms of getting around. And the times I'd normally park (to go to the cafe), I'll drop my Mum off, park somewhere else and walk back.	
Andrew	Kennedy-Smith	Yes	COVID19 response with changed work patterns and greater enthusiasm for walking and biking illustrate majority community/public support for walk-bike in place of car personal transport. Car/van use may be focused on transporting goods rather than individual commuting to work. Improvements in air quality, safety of walking/cycling, peoples health achieved in the lockdown period should be sustained and these benefits outweigh any inconvenience for few commuters caused by loss of parking or roadway. We as a community are ready to embrace this change.	
Stephen	Treacher	Yes	There are a lot of people who would use this route if safer,	
Simon	Louisson	Yes	If there is one thing we can learn about the lockdown, it is the pleasure of people reclaiming the streets and relegating motor vehicles to a secondary role. We should limit car priority on all our streets to through streets - the rest should be pedestrian/bike/micro transport priority. This will make Welly the most liveable city it can be.	

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Casey	James	Yes	I love this proposed change and I would encourage you to consider making this temporary change permanent if it is deemed a success. This would create a dedicated cycleway from Oriental Bay to Miramar by linking up the existing cycleways - a great ride sure to be used by many	
Patrick	Morgan	Yes	The sooner the better. This will improve trips for people on bike, and also for trips by other modes. Currently some people cycle on the footpath, at some inconvenience to others. A bike lane will reduce risk. The lane needs to be physically protected by battens or cones, not just paint. Paint is not protection.	
Laurence	Harger	Yes	We should be considering making these changes permanent to encourage more cycling and discourage motor vehicle usage.	
Susan	Guscott	Yes		
Jen	Jewell	Yes	Excellent idea, facilitating more active travel and public use of space.	
Alison	Ballance	Yes		
Matthew	Bartlett	Yes	Very excited about all these proposals. Partly because they appear to be necessary to preserve physical distancing at this time, and partly because I think they'll encourage more walking & cycling, which is great for health & emissions (bearing in mind the city's emissions reductions goals).	
SALENA	DAVIE	Yes	Our family of 4 all commute to work and school (Wellington High school) by bicycle using this route. We would welcome a cycle lane.	
Carl	Howarth	Yes	I was concerned to read "If approved, the proposal will be installed within the next 3 months." This is required immediately.	
Rhodyn	Law	Yes	I am concerned about the time frame for installation, 3 months seems like an excessive amount of time and these temporary facilities should be installed immediately. It is also concerning that Wellington Council needed the push of a pandemic to prioritise pedestrian and cycling facilities.	
Julie	Williams	Yes		
Steve	Manning	Yes	This has to happen, the world has changed and we need to embrace a low carbon economy. These small step proposals allow easy-wins and encourage increased cycling uptake across Wellington. Increasing numbers of cyclists in turn results in a 'safety in numbers' effect, and safer roads for minority users.	
Isabella	Cawthorn	Yes		
Kath	Haines	Yes		
Richard	McMillan	Yes		
Tom	Kriha Goldstein	Yes	As a motorist and cyclist I strongly support separated cycle lanes to make cycling safer.	
Kath	Thornton	Yes	I think biking/walking is the way of the future given the generations we saw out during lockdown	
David	Ponting	Yes		
Caroline	Robertson	Yes		

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Kim	Kelly	Yes	This will assist/add to the changes in bike lanes already being made. This stretch of road is sometimes difficult for cyclists and drivers of cars due to the windy nature and bikes having to pull out from parked cars	
Richard	Goodyear	Yes	Please just do it. Even this change is so minor compared to what is happening internationally. More bike lanes, more walking. Liveable cities. the evidence is overwhelming. I am just so saddened that this is all we can drum up. Cars are the default in Wellington and yet you have already been told in the LGWM feedback that the majority of Wellingtonians want this. Please just get on with it. Don't make it temporary, be more ambitious. Please see what London is doing. There changes are light years ahead and they will be in place in six weeks. Ok that is my rant.	
Todd	Hayvice	Yes	Safer Encourage more people to get out of cars.	
Tim	Gittos	Yes	Please make permanent	
Lewis	Thomson	Yes	I think it is very important to have better cycling infrastructure=re to encourage more people to cycle, if these proposed changes happen it means people will feel more safe.	
Melissa	Harward	Yes	I would love to bike around Evan's bay with a bit more room and strongly support this proposal	
Christine	Whiteford	Yes		
Mark	Murphy	Yes	That sounds amazing.	
Guido	Seevens	Yes	This proposal seems fair as it will connect with the cycle lanes already in place further around the bays. However the removal of the car parks by the old dry dock will kill the local cafe's there. Some alternative will need to be sought.	
Peter	Woods	Yes		
Sonya	Cameron	Yes		
Max	Bloomfield	Yes		
niamh	crocker	Yes		
Asher	Emanuel	Yes		
Errol	Greaves	Yes	Excellent improvements. It will make these rides so much safer and less stressful for cyclists.	
Phillip	Stallworthy	Yes	I strongly support this proposed change and I urge the council to make it permanent. Walking and cycling are obviously future transport solutions and we should take this opportunity to encourage and facilitate them.	
Tim	Riding	Yes		
Andrew	Roxburgh	Yes	This will be great. I've often had to choose between the small "shared path" (really just the footpath) and the road, and they are both bad choices.	
David	Laing	Yes	Kudos to the Council for making it easier and safer for cyclists to get to and from the city from the Eastern suburbs.	
Dr George	Preddey	Yes	Cars have no future in a carbon-zero world. In many respects the climate crisis is magnitudes greater than the covid-19 epidemic.	
Irina	Ilyushkina	Yes		

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Simran	Rughani	Yes	We need to encourage more active transport, especially now that buses have limited capacity. So, I support more bike lanes.	
Oscar	Damerham	Yes		
Paul	Campbell	Yes		
Jake	Roos	Yes		
Jacquie	Bown	Yes	This is a popular biking and running route and more room needs to be made for pedestrians and cyclists over cars/parking spaces - hopefully this will encourage more people to walk/cycle or take the bus.	
Sophie	Auckram	Yes	A space here for people to have better access to biking is much needed	
Anna-Mareia	Hammond	Yes	Cycling should be supported permanently to encourage healthy lifestyles and to keep cyclists safe. Driving should be discouraged for all but the elderly, those with disabilities and those with small children. We must lower our GHG emissions in NZ.	
Andy	Cameron	Yes	A pragmatic response that gives greater space to cyclists and pedestrians on what is a high traffic route.	
Kit	Withers	Yes		
Mark	Derby	Yes	I'm a self-employed professional in my 60s. I frequently cycle between Lyall Bay and the city centre using this route. I welcome this proposed change which will make the journey safer and more pleasant.	
Joan	Waldvogel	Yes		
Libby	Grant	Yes	The proposed changes are a practical and sensible way to respond quickly and effectively to the challenge of maintaining social distancing during this COVID-19 pandemic. During the lockdown more people than ever were out in their local areas exercising - walking, running, cycling. It is vitally important for the wellbeing (both physical and mental) of the population that people can exercise safely and keep socially distanced. I personally walk every day and have found it impossible at times to maintain social distancing without stepping out on to the road and risking injury or worse from cars. The proposed changes will make Wellington safer for everyone. These changes should be accompanied by some other simple changes such as slowing all traffic to 30km in the city, changing traffic lights so that they are automatically triggered by pedestrians thus avoiding the need for pedestrians to have to touch the button at the lights. Pedestrians should also be prioritised at traffic lights to ensure they do not have to wait. This will encourage more people to walk and leave their cars at home making our city streets quieter, safer and cleaner for everyone.	
Laura	Cooper	Yes	Totally supportive of this initiative to give additional space to cyclists and walkers. We need more of this!!!!	
Valerie	Love	Yes	Totally agree - making more room for cycling and pedestrians is vital.	

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Philip	Tremewan	Yes	These are excellent proposals. But I do think they should go a whole lot further. These changes are just a fraction of what is needed.	
Arthur	Price	Yes	Appreciate more space for bikes to keep cyclists safe	
Kamaea	Tukaki-Gallagher	Yes	Would like more continuity of bike area to bike safely and easily in both directions, especially safety for children.	
Mona	Oliver	Yes	This is great. I don't feel safe biking on the road but there isn't enough space on the footpath with social distance rules.	
Victoria	Cleal	Yes	If it works, this should become a permanent bike lane.	
Ina	Werner	Yes	Implementing bike lanes and temporary footpath extensions aligns with the international best practice we have seen from cities responding to COVID-19 around the world, including Auckland and Nelson. These projects will provide a sustainable and healthy option for commuters and leisure users alike	
Sarah	Wallace	Yes		
Nick	Kirkman	Yes	Make it permanent, and separated. Honestly stop dicking around and copy best practice. We know what that is; physical differentiation and seperation. On central city roads this basically means a wider, two tiered sidewalk. Where there is space out of town it should be a cycle lane away from the road wherever possible. Follow grading rules so young kids and older people can realistically get around. Integrate routes with the bus and train networks and make it easy to take bikes - this already isn't bad but capacity worries stop commitment. The acceptance criteria for a good bike lane is: - I am happy my 6yr old can ride in it. - At a minimum, a car has to ride up a curb to access the bike lane. - I don't get excessively wet or muddy in bad weather (well drained, hard, clean surface)	
Leanne	Arthur	Yes		
Jake	Chapman-Olsen	Yes	Looks good. Hope it becomes permanent	
Thom	Taptiklis	Yes	Make them permanent!	
Moir	Smith	Yes		
Lennox	Lynch	Yes		
Jeremy	Baker	Yes		

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Tessa	Johnstone	Yes	Wellington's lockdown demonstrated to me what can happen in our streets and communities when cars are left at home. Families, children, older people, all people feel excited and safe about heading out on to the streets on bikes and scooters and as walkers. When the infrastructure is there (or as in lockdown, when the cars are not there) people embrace active modes of transport. We need more than empty encouragement from council and government to do it. We need infrastructure that keeps us safe while we're doing it. The temporary cycle lanes you've proposed are not only a sensible public health measure for a pandemic, but for a future in which we want our communities and our environment in good health. These proposals are great, but the bare minimum we can do - there are some incredibly dangerous roads in Wellington city, and it's about time we prioritise cycling and walking on those roads, not fast moving traffic or parked cars. Specifically, I would like to see a pop-up lane from Island Bay to Ōwhiro Bay around the South Coast added. The temporary 30km/h speed restriction has been ineffective to say the least, and the only real way to make it safe is to reclaim some space on the road for cyclists and leave the footpaths to walkers. I support the existing proposals, and support them being in place permanently. I urge the council to fast-track other, heavily consulted and long-postponed cycling infrastructure projects like Newtown Connections.	
Joanna	Laurenson	Yes	I support this proposal. I would also support a permanent cycle lane solution from Niwa to Cobham drive.	
Seamus	Maher	Yes	This stretch of road has been very busy with cyclists and pedestrians lately. A cycle lane will improve accessibility to both these groups hugely now that cars are back on the road.	
Chris	Owens	Yes		
Gerald	Parsonson	Yes	I think this is brilliant and very forward thinking, it encapsulates Covid health and safety, road safety and public health, while also sowing the seeds for lowering carbon emissions going forward. Evans Bay Parade can be challenging to cycle on, especially for new cyclists or those less confident. This is a great way to get more people cycling. There will be the inevitable push back from motor vehicle drivers, but we really need to be shifting our priorities to incorporate public health and sustainability into these decisions, and to reflect the real declarations of Climate Emergencies and what NZ signed up to in the Paris Accord. What better way is there to move around our lovely and compact city than cycling or walking or scootering? This proposal for Evans Bay Parade will get more people moving in a healthy way, and healthier for the planet too.	
Thomas	Kay	Yes	I support this. Having more space for cyclists is a win for climate change and efficient transport, as well as pollution and congestion. Also the obvious gains in ability to physically distance.	

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Craig	Ward	Yes		
Kaya	Shlomi	Yes	I strongly support this change. I regularly cycle along here and always find it very difficult to keep a safe distance from other people because people were crowded off the narrow footpath, and walking on the road to get past parked cars. I also have to avoid the parked cars, pedestrians and constantly watch over my shoulder for cars coming up behind me. I would be more likely to cycle into the city rather than to drive or take the bus if this route was made safer and more pleasant with the proposed cycle lanes.	
Stuart	McKenzie	Yes	This is long overdue. Many people use this route for normal biking and a growing number of electric bikes. This seaside route is one of the premier routes for locals and tourists (NZ) using hire bikes/scooters and has needed a reasonable separation from cars and trucks for many years.	
Shaun	Cornelius	Yes	This is great incremental improvement to an important cycling route. EBP is widely used for recreation and commuting cycling already but a lot of potential users are put off by the close proximity of traffic and generally unsafe riding conditions. I strongly support the proposed changes	
Marc	Woodbury	Yes	This is a good initiative and I support it. During the Covid-19 lockdown we have noticed a significant increase in pedestrian and cycle activity along the Parade and it would be great to see the infrastructure for pedestrians and cyclists increased to support and maintain this increase. Not just for physical distancing. HOWEVER - It would be even better to see this as a long term, permanent and QUALITY solution similar to the pedestrian and cycle infrastructure that has been completed from Kilbirnie to Cobham Drive and currently under construction along Cobham Drive. Do it once and do it properly.	
Rachael	Jagger	Yes	Additional signage should be put in place reminding motorists that cyclists have right of way when cars are turning.	
Ella	Borrie	Yes	I support this - It will make biking this section much safer. Wish it had greater connectivity to other cycle lanes	
Greg	Williams	Yes	Fully support the proposal for 2 lanes bicycle in Evans bay. Just need to ensure the layouts at each end work for re-merging traffic and cyclists.	
Paula	Warren	Yes	I note that it is intended to remove one bus stop. I am not objecting to that given that this is a temporary arrangement, but it is vital that good information is provided at the closed bus stop to guide people to the nearest stop and tell them how long a walk it is.	
Yvonne	Weeber	Yes	Its not clear if this is meant to be a two lane cycle lane. Can the WCC provide better information?	The proposal is for a 2 metre wide, two lane cycleway.
Liam	Harrison	Yes	This is great, though would like to know: How are pop-up bike plans separated from road traffic for the safety of cyclists?	Cycle safety is enhanced by providing a separated cycleway protected from moving traffic by installing hit sticks.
Grant	Petherick	Yes	Make temp and perm please	
Tam	Cao	Yes		

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Byron	Camp	Yes		
Carl	Rein	Yes		
Allan	Wright	Yes	stop talking about it and do it	
Jacob	van Hulst	Yes	The more easily accessible cycling and walking facilities thee are promote a healthier and happier city.	
Owain	John	Yes	I've only skimmed through the proposed changes so can't give a full detailed review, but overall we so desperately need increased cycle access and prioritisation in Wellington that I imagine that these proposed changes will be most beneficial. Good luck!	
Marcelo	Fernandes	Yes	Sounds reasonable	
Rachel	Musther	Yes	This is an important recreational and commuter route for cyclists, but would prefer a one-way cycle route on each side of the road to enable more streamlined entry/exit of the cycle lane	
Nicolas	zilliox	Yes	I think this is brilliant and very forward thinking, it encapsulates Covid health and safety, road safety and public health, while also sowing the seeds for lowering carbon emissions going forward. Evans Bay Parade can be challenging to cycle on, especially for new cyclists or those less confident. This is a great way to get more people cycling. There will be the inevitable push back from motor vehicle drivers, but we really need to be shifting our priorities to incorporate public health and sustainability into these decisions, and to reflect the real declarations of Climate Emergencies and what NZ signed up to in the Paris Accord. What better way is there to move around our lovely and compact city than cycling or walking or scootering? This proposal for Evans Bay Parade will get more people moving in a healthy way, and healthier for the planet too.	
Chris	Rosser	Yes		
Nicolas	zilliox	Yes	I think this is brilliant and very forward thinking, it encapsulates Covid health and safety, road safety and public health, while also sowing the seeds for lowering carbon emissions going forward. Evans Bay Parade can be challenging to cycle on, especially for new cyclists or those less confident. This is a great way to get more people cycling. There will be the inevitable push back from motor vehicle drivers, but we really need to be shifting our priorities to incorporate public health and sustainability into these decisions, and to reflect the real declarations of Climate Emergencies and what NZ signed up to in the Paris Accord. What better way is there to move around our lovely and compact city than cycling or walking or scootering? This proposal for Evans Bay Parade will get more people moving in a healthy way, and healthier for the planet too.	
Tony	O'Halloran	Yes	This is THE WAY forward for Wellington. This will allow us to get in and out from the city safely (both from cars and from COVID) and will set WLG out as a leader in the country. Great move!	
Catherine	Hay	Yes		

Evans Bay Parade - TR98-20

Chris	Watson	Yes	This is a good proposal but it is tiny and would be better if it extended from Balena Bay to Seatoun	
Kurt	Lenfesty	Yes	I hope this becomes permanent. Making cycling and pedestrian travel better will make Wellington a more enjoyable place to live.	
Don	Montgomery	Yes	Agree strongly with this, will make riding around the bays safer and more accessible.	
Paula	Ryan	Yes	Great idea. Makes the environment safer for riders, runners and walkers by taking bikes off the footpath. Will encourage more people to ride and creates good link with eastern suburbs.	
Abha	Sood	Yes	Biking is at present quite hazardous especially at the intersections going up to Hataitai and the Hataitai beach.	
Amelia	Wilkins	Yes	I live at the Greta Point apartments and park my car outside the Scouts hall. This impacts me directly, and I still want it. It has been amazing seeing everyone out on their bikes through the lockdown and I'd love to see more of it. I think the stretch from NIWA to past Hataitai beach could be a 30-40km zone, especially in the weekend the cafe, dog park, and beach are bustling. It's also really hard, at times dangerous, to exit the south entrance of the complex because the row of cars obscuring line of sight, particularly when cars park on the broken yellow lines. People who drive cars should be considered guests	
Dan	Sharpe	Yes		
Lee	Taylor	Yes	It can be scary on that road, especially if the lights are out. Drivers have made hostile comments about cyclists not using bike lanes, but when they are too narrow to accommodate cyclists and pedestrians I would prefer to use the road. I hope this would slow down traffic, too. Especially truck which are also scary...	
Shaun	Rosier	Yes		
stuart	gardyne	Yes	the existing footpath no longer wide enough to accommodate the number of walkers, dog walkers, buggies, runners, cyclists, scooters. It has been necessary for some years to step onto the roadway due to congestion and covid19 physical distancing requirements have exacerbated this. The new wider footpath each side of Point Jerningham has demonstrated how beneficial a wider pathway is on this popular route for both recreation and commuting.	
Olivia	L	Yes	It would be amazing to install 1579 meters of cycle lane along Evan's Bay Parade. I think it would be quite lovely to cycle down by the bay, and in addition I think it's important that as Wellington grows, we take into mind our modes of transport because more people will be using them. Having additional cycles will be great for the environment, so we can slowly transition to a cleaner greener, more public transport focused city. And I'm sure adding lanes will make walking down the streets much less awkward because we can use our bikes and we'll have more space to socially distance.	

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Jenny	Cossey	Yes	Yes do it and remove the carparks and encourage people to park where the campervans/freedom campers park by the marina. Removing the parking will get the overflow of campervans and party buses off the road so safer for cyclists	
Maas	Mollenhauer	Yes		
Jonathan	Markwick	Yes	Support this proposal, this is necessary to allow for social distancing requirements on the existing shared path between Greta Point and Cobham drive.	
Fiona	Daniel	Yes	please consider drivers side to be on same side as parking as space, to allow for parking to remain as car parks are becoming harder to find.	
Caroline	Shaw	Yes	I strongly support and will use this bike lane taking children to and from activities	
Asher	Regan	Yes		
Fiona	Hayvice	Yes		
Jonathon	Exley	Yes	Fantastic - please go further and extend all the way to the cycle way that is under construction from Oriental Bay.	
Simon	Barron	Yes		
Kath	Norman	Yes		
Mike	Nyland	Yes		
Stephen	Coppard	Yes		
Jinna	Zwanikken	Yes		
John	Beaglehole	Yes	I am very much in favour of more bicycle lanes, as there is clear evidence that making cycling more accessible leads to greater uptake, reduced traffic, and roads being less clogged (not to mention the health benefits that accrue to those cycling). I am concerned, however, that two-way cycle lanes that are reasonably narrow -- in this case, 1.25m wide each way, or about the width of a single bicycle -- do not provide users with adequate room to pass each other safely, which from experience I consider is necessary given the high cycle volumes experienced along Evans Bay Parade in the morning and evening rush hours. I suggest that this proposed lane be made south-bound only, and that further consideration is given to traffic-slowing and calming measures for north-bound cyclists. I note also that the entrance and exit from the proposed lane will be tricky to navigate for north-bound cyclists.	
Joanne	Davidson	Yes	I agree and if it goes well it should be made permanent. I have friends who risk their lives cycling along there at the moment because it is so unsafe with all the cars	
Calum	Bradbury	Yes		
Chris	Ong	Yes	Excellent. This fills in the 'gap' between on-road cycle lanes at Greta Point and the new path at Cobham Drive. This will make it safer as a cyclist to use this route. The narrow pavement areas around Greta Point and the flats (and the potential conflict with walkers and runners) will be resolved in this proposal.	
Elliot	Blyth	Yes		

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Walter	Somerville	Yes	As a frequent pedestrian in this area (usually running), it will be nice for a clear separation between cyclists and pedestrians, allowing easier "social distancing"	
Craig	Spanhake	Yes		
Rachel	Hamilton-Williams	Yes		
Brendan	Elks	Yes		
Alexander	Barendregt	Yes		
Charlotte	Austin	Yes	Always in favour of safer roads for cyclists	
Daniel	Roberts	Yes		
Mark	Fletcher	Yes	This is a great step to connect the Evans Bay cycleway to Cobham Drive. Cycling safely from the city to Scorching Bay can be a possible. I am wholly in support of providing more cycling and micro-mobility infrastructure in Wellington. It was recently reported that the number of new e-bikes and e-scooters imported into New Zealand has hit a new record high of 65,000 in 2019, according to figures from Statistics NZ. This is clear evidence that there is high demand for active transport and this is growing day by day. What is lacking in our towns and cities is safe infrastructure for people to travel in a healthy and sustainable way. These pop-up bike lanes are not only good for those cycling and scooting but also for people walking and driving. It means fewer cars on the road and pedestrians being more confident that they aren't going to be knocked over by someone on a scooter or bike. We need a connected active transport network that gives a great level of service if Wellington is going to fulfil its Long Term Plan aspirations of being a connected, people-centred, dynamic, eco-city and these are steps in the right direction. Thank you.	
Lianne	Cox	Yes		
Amelia	Vincent	Yes	I love the freedom and safety to use my bike more - keeping up habits started in lockdown!	
Lenette	Breytenbach	Yes	I'm very pleased to hear that the local government is taking the COVID pandemic seriously and factoring in everyday risk factors in their decision making. Thank you for taking the time to make the city safer to move around, especially from the perspective of a disabled and immunocompromised individual.	
Anthony	Edmonds	Yes		
Merewyn	Groom	Yes	Hope it becomes permanent, please make Wellington more pedestrian and bike friendly	
Matthew	Spencer-Phillips	Yes	This will connect the existing cycle lanes perfectly from Oriental parade to Kilbernie. My cycle commute will feel alot safer.	

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Emma	Baker	Yes	There is a lot of negative discussion / feedback on Facebook regarding the removal of parking around the Greta Point Cafe. https://www.parliament.nz/en/pb/petitions/document/PET_97915/petition-of-sreiden-bun-for-greta-point-cafe-help-greta?fbclid=IwAR0Bux1IBp9Dkva0TAmBJ-as380k_lYrYfj-t8ezVrfGVH73YP7nnH6bQXo I'd like to make a suggestion to keep the parking around Cog Park where there is plenty of room for cyclists and pedestrians to spread out across the sandstone path and gravel path along the waters edge. Perhaps just some signage to indicate one path for bikes and one for pedestrians would be enough. I'd also like to suggest that those parking spaces could be adjusted to angled parking to accommodate more vehicles. And further, the addition of bike stands/parks near the Greta Point Cafe would be a good addition - for those cyclists who would like to use the cafe.	The removal of car parks is required to provide the necessary space to implement the project.
Jerome	Edwards	Yes		
Jason	Baker	Yes	I do think this is a good step forward, but there are a few problems that are worth considering. Its not mentioned just how temporary this is or the type of bikeway barrier to be used. A little more detail would help to understand the proposal Suggestions: 1. Greta Point Cafe parking and residents of Greta point parking, I don't agree with the complaints and it should not stop the bike way progress. If it can be addressed all the better. To help address the issue I suggest that the Parking opposite Rata Rd heading towards NEWA, which are offset from the road and separated by v guttering, be kept. Should these remain it would help with the Greta Point parking. The bike way should deviate from the road just after the hataitai beach and run through the park and close to the rowing sheds on the pale gravel track and rejoin Evans bay parade opposite the cog park / dog park. This route is already used by casual cyclists and would allow the parking mentioned before to be kept. 2. The scout hall set amongst the boat sheds, has significant parking traffic at least once a week and more when holding events, alternate arrangements will probably be needed. 3. Numerous commercial vehicles, eatery caravans, camper vans and buses use Evans Bay Pde for parking and storage. This creates a hazard for cyclists and vehicles. Moving these types of vehicles from parking here would improve the safety of the road regardless of the bikeway going ahead. These vehicle types may be able to park in the Evans Bay Marina without causing a major issue (especially during winter)	There has been adjustments to the proposal to direct the temporary cycle lane through Cog Park to maintain some of the existing parking here.
Jayde	Flett	Yes	Yes! The safer biking options (ie fewer close interactions with cars) during lockdown was absolutely amazing. It made enjoying our outdoor areas so much easier and also meant we were able to give walkers the space they needed.	
Glenn	Henderson	Yes	Spend the money and do it properly.	
Raymond	Kemp	Yes		

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Will	Moreland	Yes		
Rebecca	Cassie	Yes	Wonderful!	
David	McGahan	Yes	I support TR98-20. My only concerns are there are driveways near the Evans Bay Yacht and Motor Boat Club and some signage for the cycleway would be useful so drivers are aware of the two way traffic on the side of the road.	
Sam	Gwynn	Yes	I believe that creating cycleways is a good way to make social distancing easier for cyclists and pedestrians.	
Ed	Bedwell	Yes		
Leslie	Alldridge	Yes	More bike lanes is better. As a driver I don't want to run anyone over.	
Joanne	Hamilton	Yes	Should have way more of these permanently. Bikes, scooters, skateboards need to be separated from walking as well. The volume of bikes, scooters, skateboards etc is to large to keep walkers safe but still needs to be strongly encouraged.	
David	Charlton	Yes		
David	Klein	Yes		
MITCHELL	SMITH	Yes	This would remove the really awkward and sudden transition to a shared pathway. Making this final leg of Evans Bay much safer for cycling.	
Chris	Elgar	Yes		
Simon	Gow	Yes	Any proposal to encourage safer riding in Wellington is welcome.	
Charlotte	Cawthorne	Yes	Yes! I cycle on the pavement at the moment because the road is dangerously narrow and always get shouted at by pedestrians. Makes total sense to de-prioritise cars around the bays and encourage cycling for health, safety, wellbeing and sustainability etc.	
Mike	Mellor	Yes	This will provide a dedicated two-way bike lane linking the ones currently under construction at Evans Bay Parade (north) at one end and Cobham Drive and Evans Bay Parade (south), providing continuous cycle lanes between Oriental Parade and Miramar Cutting/Rongotai Rd (and Onepu Rd with TR100-20). This will benefit people in bikes, people on foot who will no longer have to share the footpath with bikes (particularly the many dog walkers: long leads and bikes don't mix very well), and people in cars: people on bikes attracted to the new lanes will reduce congestion, and there will be less reason for those people on bikes who still use the road to do so. This is a win for both people on the move and local residents. This fills a significant gap in the cycle network, and with TR100-20 extends the network's reach further into the eastern suburbs. The value is much more than just this stretch of cycleway.	
Daniel	Clendon	Yes	I cycle around here and think this pop up as proposed is a great idea.	
Ozzman	Symes-Hull	Yes		

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Aileen	Campbell	Yes	I believe that in the early morning cycle groups will be safer if they use the road, and not the cycle lane, because pedestrians are out also at this time, and are generally not using lights, while the cyclists out at this time are generally riding at 35-45km/hr.	
Adam	Cheney	Yes	Should be permanent.	
Mike	Harris	Yes		
John	Barber	Yes	Great idea and should be permanent.	
Garth	Bates	Yes		
Aaron	Miller	Yes		
Michael	Peszynski	Yes		
Lyndsay	Mountfort	Yes		
Dan	Hunt	Yes	Good idea- connects the existing bike lane from the north with the shared path to the south. Riding through the proposed section is currently a pinch point- lots of scope for getting doored/unsafe passing if on the road, and the blind driveways and people not realising that the path is a shared path if using the existing shared path. Will be good for families and lesser experienced cyclists.	
graeme	Campbell	Yes	Fantastic idea and should be permanent	
Matt	McKee	Yes		
Kain	Glensor	Yes		
Emma	von Veh	Yes	While I am in full support of any additional bike lanes (hence my 'yes'), where this is placed already technically has use of the shared footpath. The part of the ride around Evans Bay that would benefit most from a better bike lane is from Niwa to Oriental Bay - I appreciate there are changes in progress there, but this is the part of the ride that is the most stressful and would benefit most from a temporary solution to get people out riding, rather than the part that this proposal is addressing.	
Jessica	Emde	Yes		
Jess	Berentson-Shaw-shaw	Yes		
Faith	Roberts	Yes	Really good to increase space for cyclists and pedestrians in this area as its impossible to maintain physical distancing safely at the moment.	
Clea	Matthews	Yes	Generally in favour of bike lanes and anything that encourages active transport and fewer cars	
Pip	Bennett	Yes	Including a pop up lanes is a smart and safe idea for cyclists	

Evans Bay Parade - TR98-20				
Delvina	Gorton	Yes	The current space allocated to people on foot or bike is totally inadequate, even without requirements for physical distancing. I fully support a cycle way being put in, and hope it is done with a view to making it permanent. This is necessary infrastructure for safe walking and cycling. As a home owner on Evans Bay Parade, the cycle way will mean I lose the space where my car is parked. However, I have no expectation that public space should prioritize my private car parking over safety, wellbeing and liveability for the many people who walk and cycle in what is currently far too little allocated space. Roads are public space and should prioritize safe movement of all people, especially people on foot and bike who are more vulnerable road users. Installing a cycle way will help achieve this.	
Tara	McDonough	Yes		
simon	Hales	Yes		
Madeline	Ash	Yes	This would be a great addition to the current cycle ways in this area. Currently, the parked cars next to this path are a major hazard. I have had people fling open car doors into this path and my trajectory multiple times on this route. If there are pedestrians nearby there is not room for pedestrians, cyclist, and the parked cars to open their doors. This poses an issue in the best of times but particularly when social distancing. Further, this path crosses multiple driveways and cars often turn in or drive out without checking for pedestrians or cyclists. I know there has been at least one major incident involving a cyclist on this stretch. Separating cyclists out would protect them and pedestrians. Creating a separate cycle way would also provide greater connectivity with the existing cycle way to Oriental parade. This would be a fantastic addition!	
Joshua	Thurston	Yes	I support this cycle lane and consider that a permanent version should be planned while the temporary one operates	
kirsten	Ashley	Yes	These look great. It will be safer to cycle and encourage more cycling in the city	
Evan	Harrison	Yes		
Micheline	Evans	Yes		
Simon	Berke	Yes		
Tom	Butcher	Yes	Make these changes permanent	
Sam	Bridgman	Yes		
Phil	Barrenger	Yes		
Rachel	Healy	Yes		
Damian	Sligo-Green	Yes		
Gina	Rembe	Yes		

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Jeremy	Rose	Yes	I'm regularly ride this route. As someone who has ridden on the road for the best part of half a century, I welcome this proposal. I will ride regardless but this will see children and less confident riders once again take up cycling. Lockdown Four was such an incredible pleasure to experience. It gave us a glimpse of just how relaxing around this stretch of road can be.	
Peter	Barlow	Yes	There strobng need for this to get a complete cycle route as a network to the airport from Wellington. I use this route 60 times per year.	
Russel	Garlick	Yes		
John	Parker	Yes		
Tass	Larsen	Yes		
Carl	Palmer	Yes	I generally support the notion that cyclists, particularly on commuter routes and on popular recreational stretches, be given at least, if not more priority than cars. This area is awesome for cycling and a key in-town commuter route.	
Ben	Sandle	Yes	Having two way bike lane separated from traffic is great move, should let more people chose to ride bikes, being a nice flat ride, would make families with kids feel much safer to go for ride around evans bay.	
Cassie	Sutherland	Yes		
Nick	Mouat	Yes		
Tristan	Thomas	Yes	Great!! The more focus on cycling and walking the better. These changes will be an asset to the community	
Sam	Pavan	Yes	I support any infrastructure that will: - make cycling safer for cyclists - increase the number of cyclists in Wellington - reduce the number of and convenience provided low occupancy motorized vehicles As we all observed during the COVID 19 lockdown. When we provide more public space for people and dedicate less space to motorized vehicles, the public has the confidence that they can use the space safely. I only wish that this was a permanent solution and not temporary. Let's be drivers of change, reduce our contribution to climate change and have a more active and healthy community.	
Favid	Gurr	Yes	Great!	
Antony	Foster	Yes	This change addresses a current gap between Greta Point and Cobham Drive allowing bike travel without encroaching on the footpath.	
Erinna	Gilkison	Yes	Great to think of having more room for bikes on this route. Clear markings between bike and pedestrians, and between bikes and cars, will be vital	
Mark	Coburn	Yes		
Julie	Moularde	Yes	Better cycling infrastructures is the best way to enable a more livable city (and healthier people!)	
Geraint	Scott	Yes	Always yes to better walking and cycling infrastructure	

Evans Bay Parade - TR98-20

Matt	Shipman	Yes	It is a good idea to make it possible to walk, wheel and ride that whole distance. The current footpath is too narrow to be a shared path, but motor vehicle traffic still moves very fast (except when the congestion stops it). Will be good for families getting to the seaside and for local cafes - the "fueling stations". Allows more Evan's Bay and Hataitai locals a way to get to the CBD by bike or scooter, nearly completely off road	
D	S	Yes	YES YES YES. Please complete the cycle way 100% separated from traffic and parked cars from Mirimar to the railway sttion then to the hutt cycle ways. The section in TR99-20 is problematic becaue the cycle way suddenly ends up on the road again.	
tim	parkin	Yes		
Jess	Cox	Yes	I am a big supporter of all current and future proposed cycle-ways in Wellington. I think it is overdue in Wellington and will be extremely beneficial across many platforms.	
Alice	Fage	Yes		
Lawrence	Ball	Yes		
Pablo	Gomes Luder	Yes		
Linda	McNabb	Yes	Cyclists need to be kept as far away from pedestrians and cars as possible.	
Angela	Rothwell	Yes		
Bridget	Cassie	Yes		
Kate	Appleton	Yes		
Robin	Fulton	Yes	At a time when people are reluctant to take public transportation and the number of people allowed on buses is relatively small, then we need to have safe alternative methods to get around the Wellington region, whether it be to work or other activities.	
Evan	McCarney	Yes	I support the cycle path. I worry about how cycles join traffic going north. It would be nice to either have this continue to Oriental Parade or some safe way of crossing Evans Bay Parade to re-entering traffic.	
Regan	Dooley	Yes		
Ingrid	McDuff	Yes		
Perrine	Gilkison	Yes	I support this being established as a pop-up with the view of making it permanent (with refinements if necessary)	
Aaron	Baker	Yes		
Kirsty	Smith	Yes		
Beth	Tillier	Yes		
Benjamin	Swale	Yes		

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Teresa	Maguire	Yes	This will be a great way to extend the current cycle and foot paths being constructed now. This gap in the system was going to be very obvious once the two "ends" of this stretch of road were completed. As someone who regularly cycles and walks in this area I am in favour of putting in a pop up lane so all traffic get used to the idea of it and hopefully in the future a proper fully protected cycle lane can be put in that will encourage more people to use active transport to move around, thus fulfilling the council's goal of reducing dependency on fossil fuel.	
Tim	Jenkins	Yes	I'm pleased to see this proposal. Sharing the path with pedestrians along this route can lead to conflict and motorists often fail to give enough space when passing riders on the road.	
Sam	Bush	Yes		
Paul	Blaschke	Yes	Agree in principle. Don't agree with removal of the bus stop. It should be possible to get to this area (Hataitai Beach etc) easily from CBD. This is a temporary trial measure. While I hope it is permanent, there is scope to modify it later if any adjustments are needed. This change should be implemented urgently.	
Vivienne	Ivory	Yes	The change will help cyclists avoid ducking around parked vehicles and needing to move into the traffic flow. Drivers get impatient and pass closely on corners	
James	Burgess	Yes	I support these changes. The council's existing plans show there's demand for better biking facilities in this location. A pop-up bike lane will give short-term benefits with improved transport choice but also help test ideas for a future permanent improvement.	
Isla	Stewart	Yes		
Claire	betridge	Yes	I ride this route quite regularly and am always indecisive about whether to take the road or shared path in this section as the shared path can be quite busy and difficult to navigate and there are certain pinch points where you might want to head back to the road but there's no easy access back to the road. With the road choice there can be close passing or challenges with pinch points with parked cars, where following cars do not give sufficient room	
Alex	Dyer	Yes	Get on with it. Great to see on street car storage being removed. This is a great thing.	
Joane	Elleouet	Yes		
Jane	O'Shea	Yes	I support all efforts to make it easier and safer for people to walk and cycle around Wellington. Even if this means slowing down traffic or losing car parks.	
Harriet	Dyer	Yes		
Christopher	Service	Yes		
Stephen	Day	Yes	I think there will be permanent safety benefits as well as increases in the use of public transport and active transport by removing a significant amount of on-street parking.	
Melanie	Vautier	Yes		
Simon	Harnden	Yes		

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Benjamin	Bielski	Yes	Yes I support a 2 way bike lane but suggest it does not merge onto footpaths at any point as that causes confusion for cyclists and drivers	
Abigail	Durrant	Yes		
Don	Stevens	Yes		
Rory	Lenihan-Ikin	Yes		
Paul	Pascoe	Yes		
Emma	Bassett	Yes		
Sophie	Yeoman	Yes	Strongly support - there should be a permanent bike lane here.	
Digby	Carter	Yes	Support proposed changes	
Tim	Jones	Yes	I support high-quality separated infrastructure for cyclists and pedestrians, so I support this temporary cycle lane and would like to see it made permanent. This will relieve pressure on the busy round-the-bays footpath. This proposal will provide a dedicated two-way bike lane linking the ones currently under construction at Evans Bay Parade (north) at one end and Cobham Drive and Evans Bay Parade (south), providing continuous cycle lanes between Oriental Parade and Miramar Cutting/Rongotai Rd (and Onepu Rd with TR100-20). This will benefit people on bikes, people on foot who will no longer have to share the footpath with bikes, and people in cars: people on bikes attracted to the new lanes will reduce congestion, and there will be less reason for those people on bikes who still use the road to do so. This is a win for both people on the move and local residents. This proposal fills a significant gap in the cycle network, and with TR100-20 extends the network's reach further into the eastern suburbs. The value is much more than just this stretch of cycleway.	
Amanda	Cunningham	Yes		
Linda	Beatson	Yes	This fills in the 'gap' between on-road cycle lanes at Greta Point and the new path at Cobham Drive. It's a two-way lane and gives people on bikes space without encroaching on footpath space. This is a good opportunity to trial this section, when the cycleway is completed from Oriental Parade all the way round to Greta Point, this could make for a complete, high-quality cycle route from the waterfront all the way to Miramar and Kilbirnie. There are some very narrow pavement areas around Greta Point and the flats, the proposal will help solve some of the potential conflict with walkers and runners.	
Eleanor	Jamieson	Yes	This will complete a link with the new infrastructure being built to the north and th south. It will be fantastic.	
Ingo	Schommer	Yes	Cycling around the bays is one of the few "flat" areas of recreational cycling in Wellington. I have a friend in Miramar who doesn't commute into work (Lambdon Quay) because of this stretch of road - it's just too narrow for inexperienced drivers.	

Evans Bay Parade - TR98-20

Mark	Johnston	Yes	This is a good opportunity to trial this section. Cycle Wellington is looking forward to the completion of the cycleway from Oriental Parade all the way round to Greta Point/NIWA, but there has always been an appetite amongst our membership for this cycleway to connect to the great work on cycleways in Kilbirnie and Cobham Drive. Currently the shared path arrangement puts pedestrians, runners and people on bikes in conflict for small amounts of space where the pavement narrows. This is especially prevalent around the Moroccan cafe and sections near the public toilets at Hataitai beach, which are often busy with people running and walking. This new section of on-road protected cycleway could form part of complete, high-quality cycle route from the waterfront all the way to Miramar and Kilbirnie, facilitating cycling uptake from the entire Eastern Suburbs, taking pressure off public transport. This Traffic Resolution intersects with bus stops, we would like to see pedestrian safety taken into account with clear visible/tactile markings and signage to remind people riding bikes to be courteous where space is shared.	
Chandima	Kulathilake	Yes		
Ellie	Pritchard	Yes	I am 100% for this, I would love to see more cycle lanes in and around Wellington - there are more bikes on the road now and we need all the help we can get to feel safe out there!	
James	Wratt	Yes		
Malcolm	Kerr	Yes		
Kimberley	Turrell	Yes		
Harry	Chapman	Yes		
Arron	Cox	Yes		
Colleen	Surridge	Yes	We need a separate bike lane all the way around Evans Bay	
Alasdair	Saunders	Yes		
Jo	Randerson	Yes		
Nick	Horspool	Yes		

Evans Bay Parade - TR98-20

Hugh	Blackstock	Yes	<p>This is a great idea. I am a local resident and I run around here every other day and also go for family bike rides with two young children and regularly visit Hataitai Beach. There are incredibly narrow and congested sections along here, particularly by Hataitai Beach, and these have been so much worse during lockdown. One of my friends stopped running this way due to the lack of space. The parking south of here is usually full of freedom camper vans or food trucks (it was pretty much empty during Level 4 which was great for all the people out exercising). I've heard the arguments from the café but we've got to move on from this car-dominated thinking and look at how we allocate public road space for a better and healthier future. On such a beautiful coastal route, this public space should be available for everyone, not just for one person to use for parking, free of charge, especially when there is parking on the other side and most (all?) of the houses along here have off-street parking. Residents with encroachments have to pay for the public land they use, shouldn't businesses pay for public car parking spaces if they 'need' them for their customers? Is this how their consent applications said parking would be accommodated? Once there is a fully connected walking and cycling path all the way from the city to Miramar and beyond the café will be inundated with customers (who haven't driven there). Bring it on we say. As a compromise, to keep some parking on this side, particularly for people who launch kayaks etc from Hataitai Beach, you could retain the section of parking just to the north of Hataitai Beach as the unsealed shared path through there is quite wide. Thank you.</p>	
Tom	Barr	Yes		
Nicky	Boughtwood	Yes	<p>Great opportunity for Wellingtonians to trial cycling safely.</p>	
Sam	Donald	Yes	<p>I think this is fantastic, it encapsulates Covid-19 health and safety, road safety and public health, while also sowing the seeds for lowering carbon emissions going forward. Evans Bay Parade can be challenging to cycle on, especially for new cyclists or those less confident. This is a great way to get more people cycling. Please do this!</p>	
Kieran	Martin	Yes		

Evans Bay Parade - TR98-20

Jessica	MacDonald	Yes	I fully support this proposal and would love for more carparks to be removed. This fills in the 'gap' between on-road cycle lanes at Greta Point and the new path at Cobham Drive. It's a two-way lane and gives people on bikes space without encroaching on footpath space. This is a good opportunity to trial this section, when the cycleway is completed from Oriental Parade all the way round to Greta Point, this could make for a complete, high-quality cycle route from the waterfront all the way to Miramar and Kilbirnie. There are some very narrow pavement areas around Greta Point and the flats, the proposal will help solve some of the potential conflict with walkers and runners.	
Richard	Cuthbert	Yes		
Chris	Calvi-Freeman	Yes	I support this scheme provided action is taken to create adequate, enforceable, marked bus stops for city-bound bus passengers at the same time. Several of the current stops are just signposts, and no action is taken to keep the kerbside clear of parked cars at these locations. The new cycle facilities will put more pressure on car parking, so the bus stops should be marked out as a matter of urgency. Council should also consider a bylaw restriction preventing the parking of buses, lorries, camper vans, caravans and large trailers on the western side of Evans Bay Parade south of NIWA. These vehicles have proliferated in recent years, and take up valuable car parking spaces.	
Chandra	Littlewood	Yes		
Brent	Robinson	Yes		
Paul	Young	Yes	I ride my bike on this route frequently and it will be a big improvement. Great to have a temporary path available earlier while the permanent path is completed.	
Benoit	Pette	Yes	I fully support this initiative to help commuters to go to work in a safe manner	
Graham	Haslehurst	Yes		
Peter	Cockrem	Yes	TR98-20 Hataitai Evans Bay Waterfront Bike Lane Strongly support this change. It's a great route to walk and cycle into town but dangerous conflicts with cars are caused by the current street layout.	
Angela	Rothwell	Yes	MVRA support any initiatives that make the city easier and safer for people to move about the city with adequate space to allow them to do this safely.	
ron	McGann	Yes		
Annabel	Ritchie	Yes		

Evans Bay Parade - TR98-20				
Michael	Lowe	Yes	Support the concept, however: •Aim higher than minimum standards for dimensions. •Concerned about a compromised buffer zone between cycle lanes and moving traffic. Needs to be safe (protected, and have a dimension that allows for wing mirrors on buses and oversized vehicles, as well as wind gusts swerving for cyclists). •Vehicle speeds and design speeds need to be reduced also given safety issues with an unfamiliar new road layout of temporary nature.	
Paula	Sim	Yes	Not sure about no bus stops as we are bus users but other than that Go for it !	
Ellen	Blake - Living Streets	Yes	We support this temporary cycle lane and would like to see it made permanent. We support best practise separated infrastructure for cyclists and pedestrians. This will relieve pressure on the busy round-the-bays footpath. We note one bus stop is being removed and recommend support for passengers is provided and signposting to the other bus stops remains. Careful bus stop design is required to give priority to passengers entering and exiting buses. Bus stop placement should be made with the interests of passengers foremost.	
Elenor	West - Generation Zero	Yes	This is a popular cycling route, for commuters and leisure users alike, and we support this	

Evans Bay Parade - TR98-20

Jenny	Graham		I have trolled through all the listed sites for giving feedback on an online form to no avail. Please be in receipt of my observations regarding the Evans Bay 'pop up' cycle lane. The objective is stated as giving space for 'social distancing' in Covid 19 times. This is a nonsense and a hugely expensive waste of time and rate payer money. As a resident of Evans Bay Parade (Hataitai Beach) I am in a position to make observations about traffic flows in this area. During the Level 4 lockdown hundreds and hundreds of people, families, cyclists, dog walkers, joggers, children of all ages on their bikes, scooters, skateboarders, sunbathers, fisher people, sunbathers all out for their daily recommended exercise time used this space. Almost without exception all of these hundreds of people used this area abiding by all the L4 rules for social distancing with courtesy and good grace. There were no intrusions on space in spite of the numbers and risks of Covid transmission were avoided. No additional space was required. Now we are heading for Level one where people have returned to work and numbers requiring the space are less concentrated the WCC deem it necessary to create additional space for fewer people by removing car parks along this popular recreational area. This means that anyone wishing to access the cafes, beaches, wharves, tennis/basketball courts, cadets, scout facilities, dog park will no longer be able to park their cars. Parents bringing children down with cycles to ride, kites to fly, dogs to walk will not be able to use their car to travel and bring equipment here as parking will not be available. Kayakers, paddleboarders, canoeists needing time to unload craft from cars will not have their usual space to park available. As a long time resident I know how popular this area is for recreation for all ages and abilities. It horrifies me that access to this exceptional space	
Matt	Flannery		Only just found out about this. There are major parking issues already at Greta Point and it is now nearly impossible to obtain parking to go kayaking at the Kupe Canoe Club at the cadet centre. This lack of parking is limiting recreational activities. The parks are not managed at present and there are endless long term cars and campervans parked out front. We have complained previously about the lack of management of parking so this is actually really frustrating. COVID distancing will have been and gone by the time this is implemented so why rush this through now. Need to make the parks 120min outside the cadet centre and then they would be available for short term users. All recreation is important and it is disappointing that one activity has been prioritised over another.	

Evans Bay Parade - TR98-20				
Ray	Patton		<p>I have just been made aware of Council’s proposal to do away with parking on the seaward side from Greta Point to Cobham Drive to provide a temporary cycle lane. Resident parking is already at a premium, due in no small way to Council previously approving the Te Aro Iwi complex construction, without notification to neighbours and without any requirement for on-site parking. There does not appear to be any suggestions in the proposal as to where residents and their visitors will park their vehicles during this time.I am among several over 70’s, in my apartment complex and the general area, who do not venture out very far and will continue to rely on family and others for grocery shopping, medical deliveries, social visits etc. Where will these visitors be able park in an area that is already very congested? We had some family over for dinner last Saturday night and they commented that in the seven or so years they had been coming here street parking is the worst it has ever been. This proposal will make it virtually impossible! My wife and I go for daily walks along the Parade and we have not experienced any issues with the current setup apart from the odd inconsiderate cyclist.When you people are making many Council staff redundant as you invariably will have to in the near future how will you justify to them this unnecessary expenditure on a proposal that will get very marginal use during the coming cold winter months</p>	

Evans Bay Parade - TR98-20

Ross	Madgewick		<p>In respect of this submission I believe that there are a number of points that need consideration. One is the definition of the word Temporary for this proposed change, ie how long is Temporary?? In this context please consider providing some Temporary car parking in either the Patent Slip area, Cog Park, or the dog exercise area for residents of The Patent apartment complex and customers of the Greta Point Café as indicated in Item 3. There is doubt in my mind that the proposed change will NOT achieve the social distancing required as indicated in the proposal to achieve the requirements of the COVID 19 Level 2 restrictions. My reasoning for this is simply that during lockdown in Level 4 people cyclists included did not keep social distancing in the proposed area even when using the pedestrian/cycleway closer to the sea. 1. There are a number of residents in the area proposed that will be affected by the removal of unrestricted car parking. This is grossly unfair to the residents of the adjacent properties. 2. Greta Point Café is one of the small businesses in the affected area that relies on the restricted car parks in the area to attract business and these car parks are constantly in use by customers of the cafe. 3. Removal of the car parks will adversely affect the users of Hataitai Beach and the use of Cog Park, both of which are highly patronised at all times of the year. Car park removal as proposed will create a significant hazard to pedestrians who will be forced to cross the busy road to Cog Park and Hataitai Beach. 4. It is very noticeable that in an area that is approximately halfway between Rata Street and Belvedere Road there are already signs indicating that the footpath is a dual use for cyclists and pedestrians. In my view it would not take a lot of effort to extend this practice as indicated in my proposal below. 5. A suggestion is to utilise as a dual use the</p>	
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Evans Bay Parade - TR98-20				
Waima	Ratana		<p>My family and I enjoy bike riding and I personally can appreciate some small benefit of having a bike lane. However I feel with certainty the risk, the negative effects on people's wellbeing and safety as well as the financial loss for business and families involved to us as a whole within our community absolutely outway any benefits offered in your proposal .</p> <p>1 The costs involved to undergo this proposal would be better used to provide more parking and improved bus shelter and not remove car parks and bus stops.</p> <p>2 Although we all share the want to minimise risk of the Covid-19 Pandemic, I feel it is in poor taste to attempt to push this proposal through as a response to the COVID-19 social distancing guidelines. This community has unfortunately already been compromised significantly during the Covid-19 Lockdown.</p> <p>3 I oppose your proposal presented and wish to express my following concerns below for your careful consideration.</p> <p>4 Current concerns not resolved</p> <p>I have already raised current parking concerns and the lack of bus shelters with the council in 2019.</p> <p>5 We have no current residential parking allocated to our place of residency.</p> <p>6) Demand:</p> <p>The current car park spaces allocated in our area is already significantly not meeting the demand needed. The car parks are already being utilised by:</p> <ul style="list-style-type: none">•Our neighbours, Residents living in the area,Visiting family and friends to all of the community, Patrons visiting the two restaurants and cafes, We have three Childcare education providers that require	

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Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

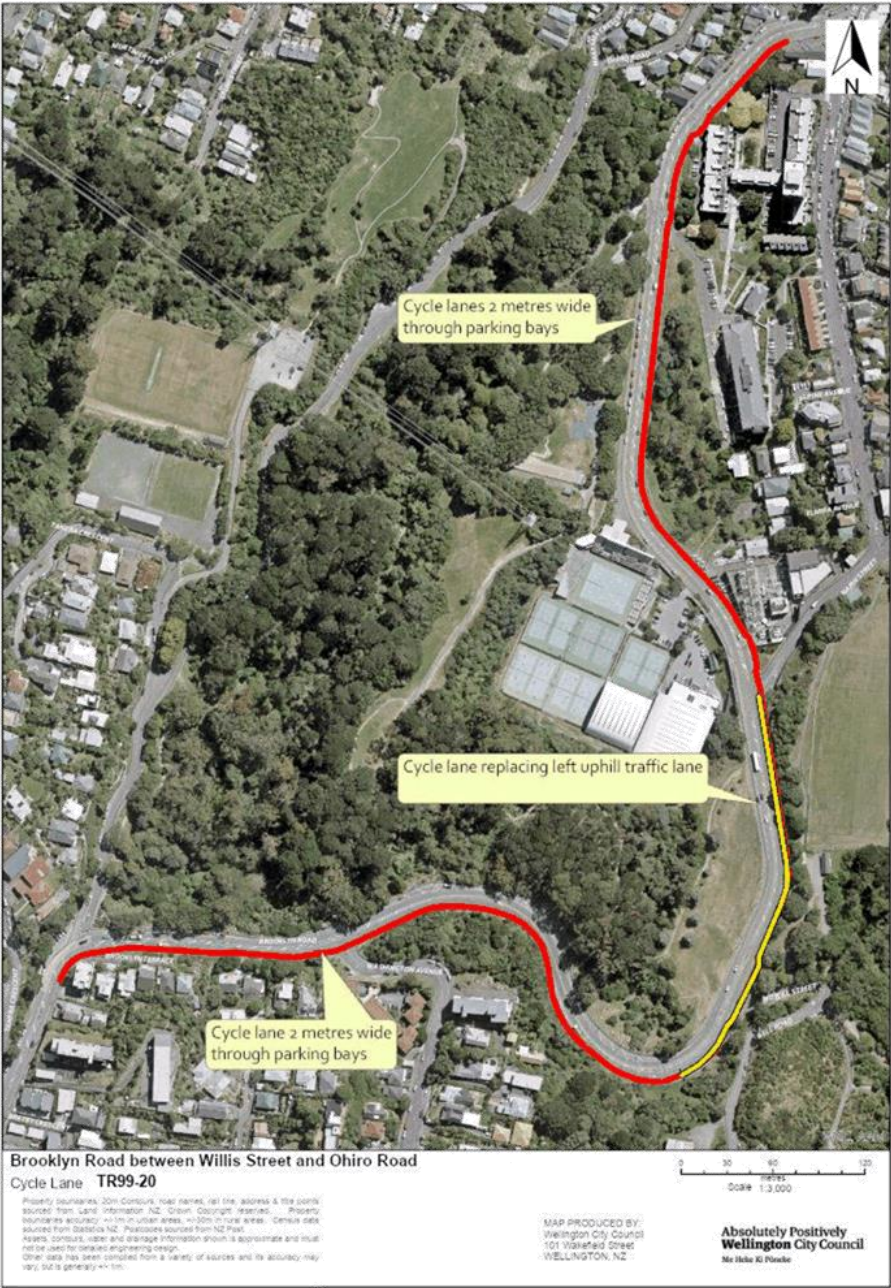
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install a 1,200 metre temporary uphill cycle lane on Brooklyn Road between Willis Street and Ohiro Road
Why we are proposing the change	<ul style="list-style-type: none"> To provide more space for biking in response to Covid-19 social distancing guidelines
Location – where we propose to make the change	<ul style="list-style-type: none"> The full length of Brooklyn Road, on the Eastern side of the road
Impact	<ul style="list-style-type: none"> Improved safety for cyclists Removal of 139 coupon parking spaces Removal of the kerbside lane(in part) and relocation of centreline (in part)
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 15 May 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR99-20 - pop-up uphill bike lane
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form at www.wellington.govt.nz/haveyoursay</p> <p>For more information, or assistance you can contact us by email at trfeedback@wcc.govt.nz</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Friday 15 May 2020 and finishes 5.00pm Thursday 28 May 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 5 June 2020. The proposal will go to SPC Committee on Thursday 11 June 2020 If approved, the proposal will be installed within the next 3 months.

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Traffic Resolution Plan: TR99-20 Brooklyn Road, Brooklyn – pop-up uphill bike lane



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Following submissions, please find below updated detailed plans.

A copy of the submissions and the Officer's responses can be found attached to the SPC Committee Report.

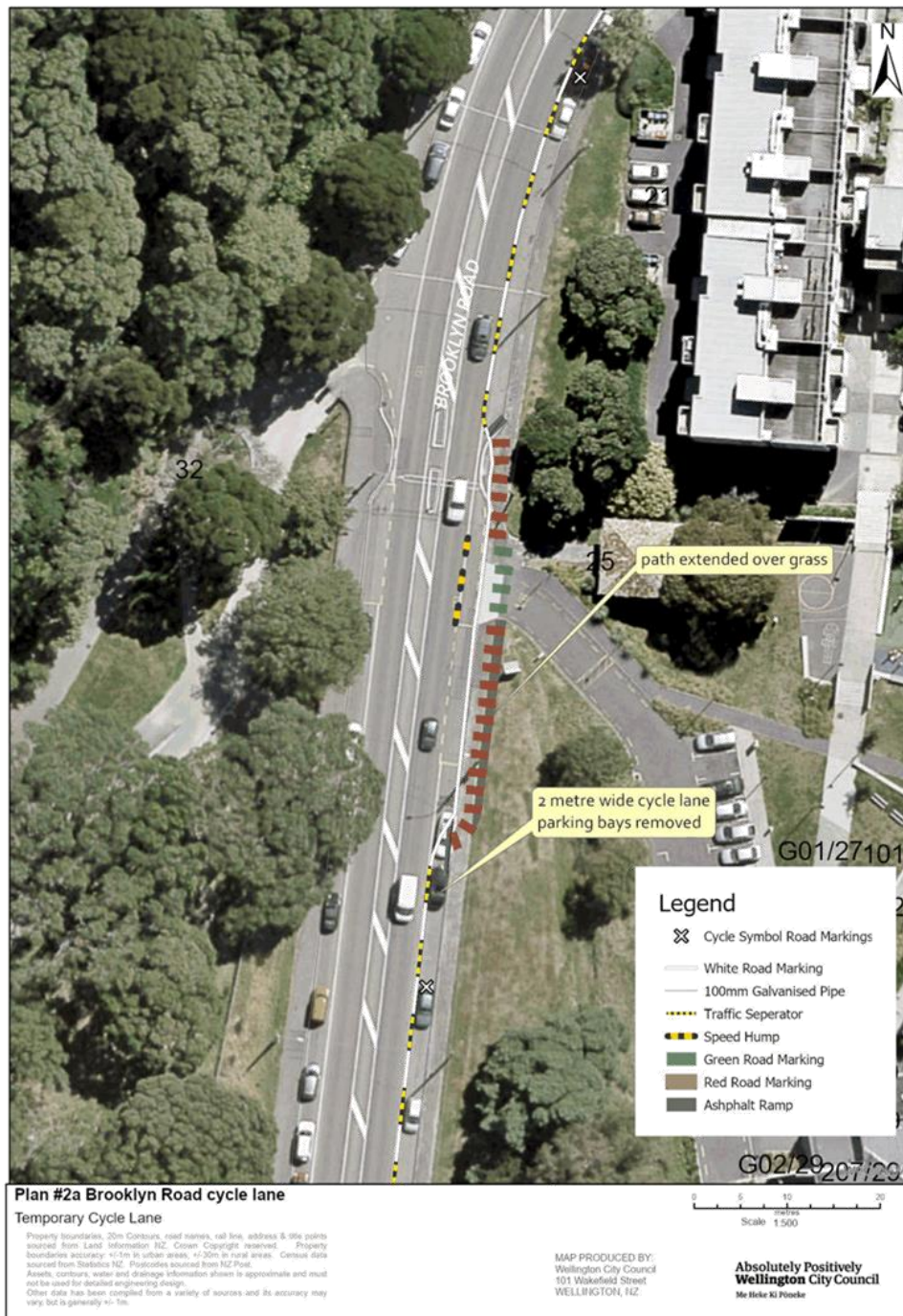
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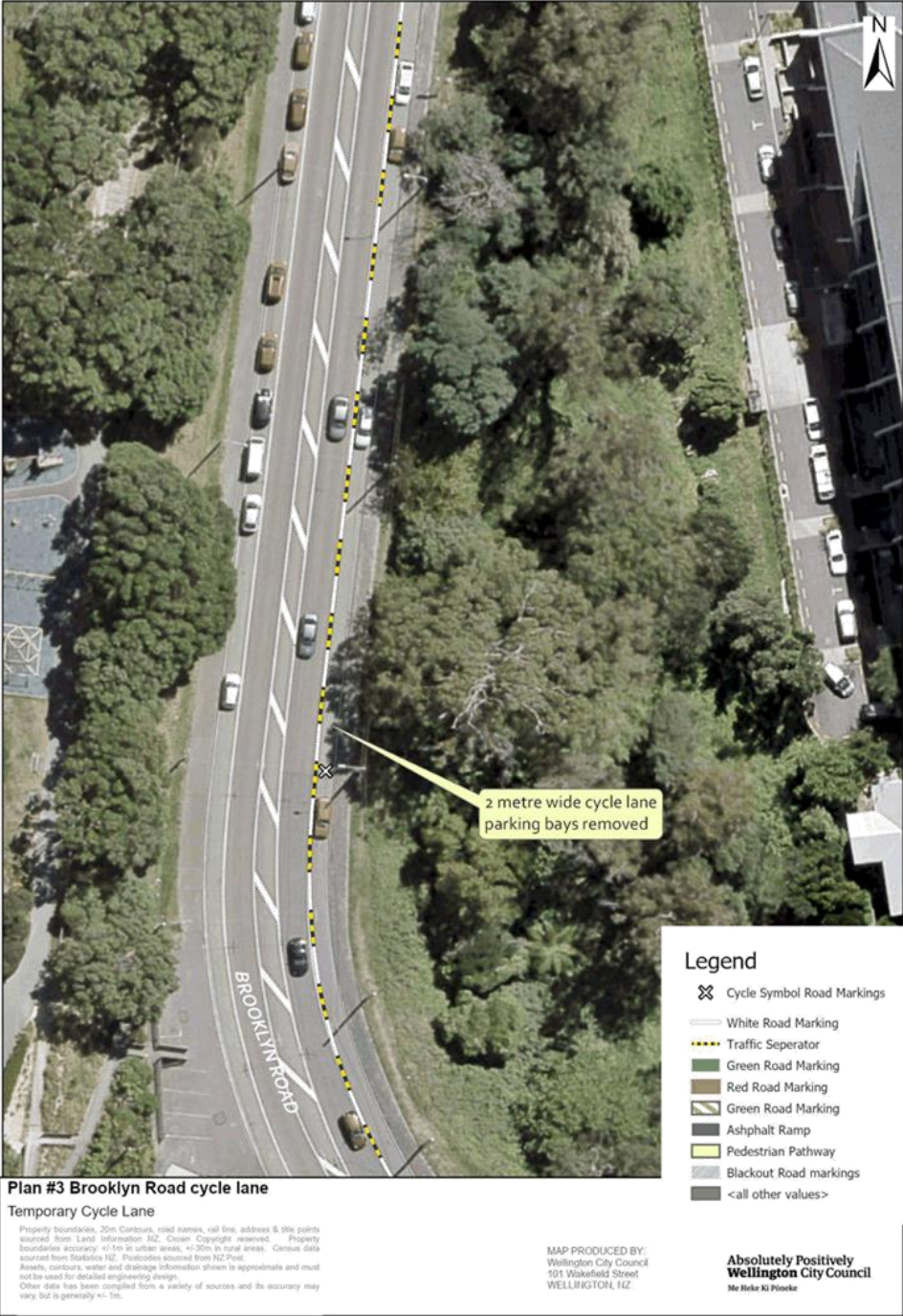
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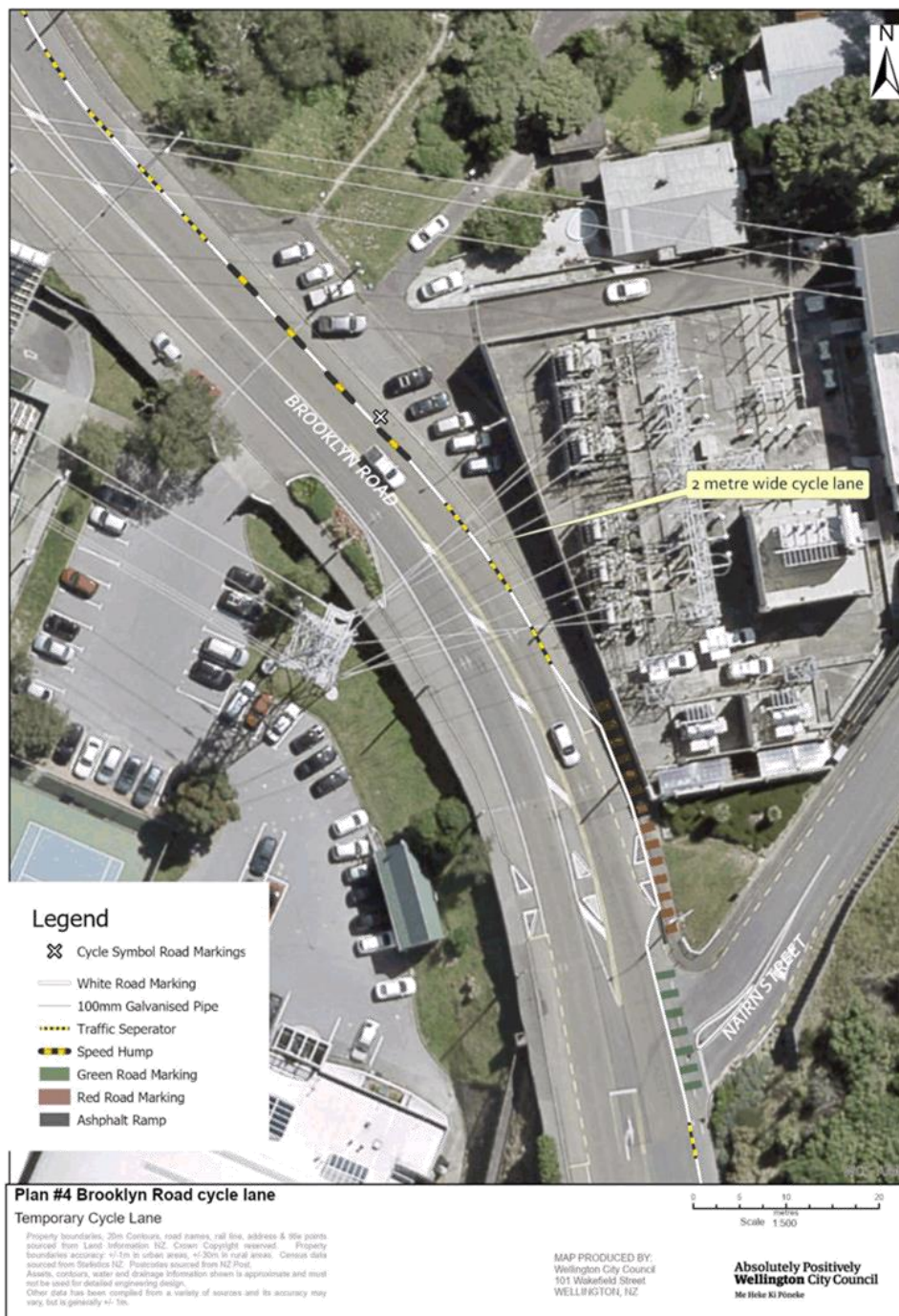
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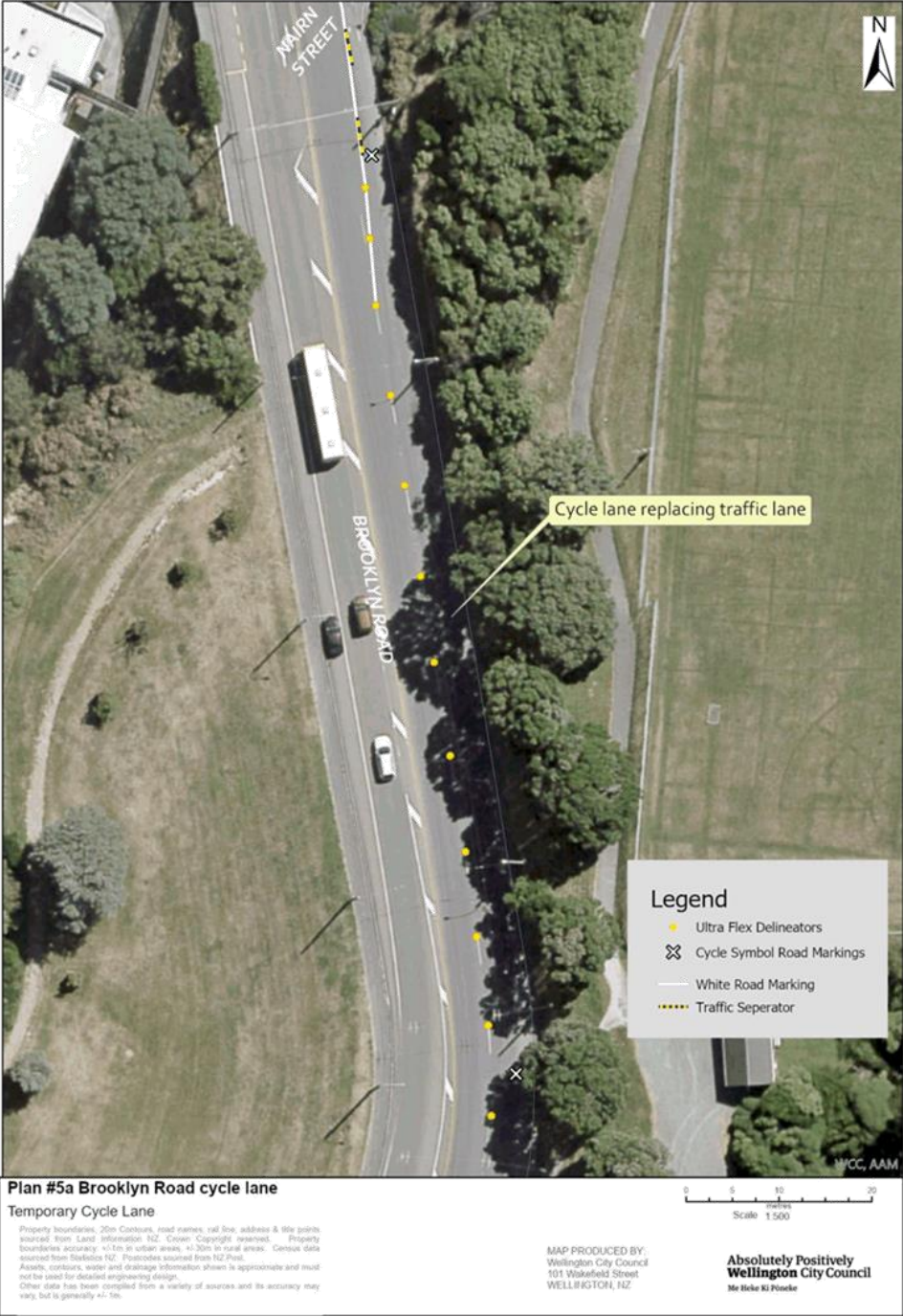


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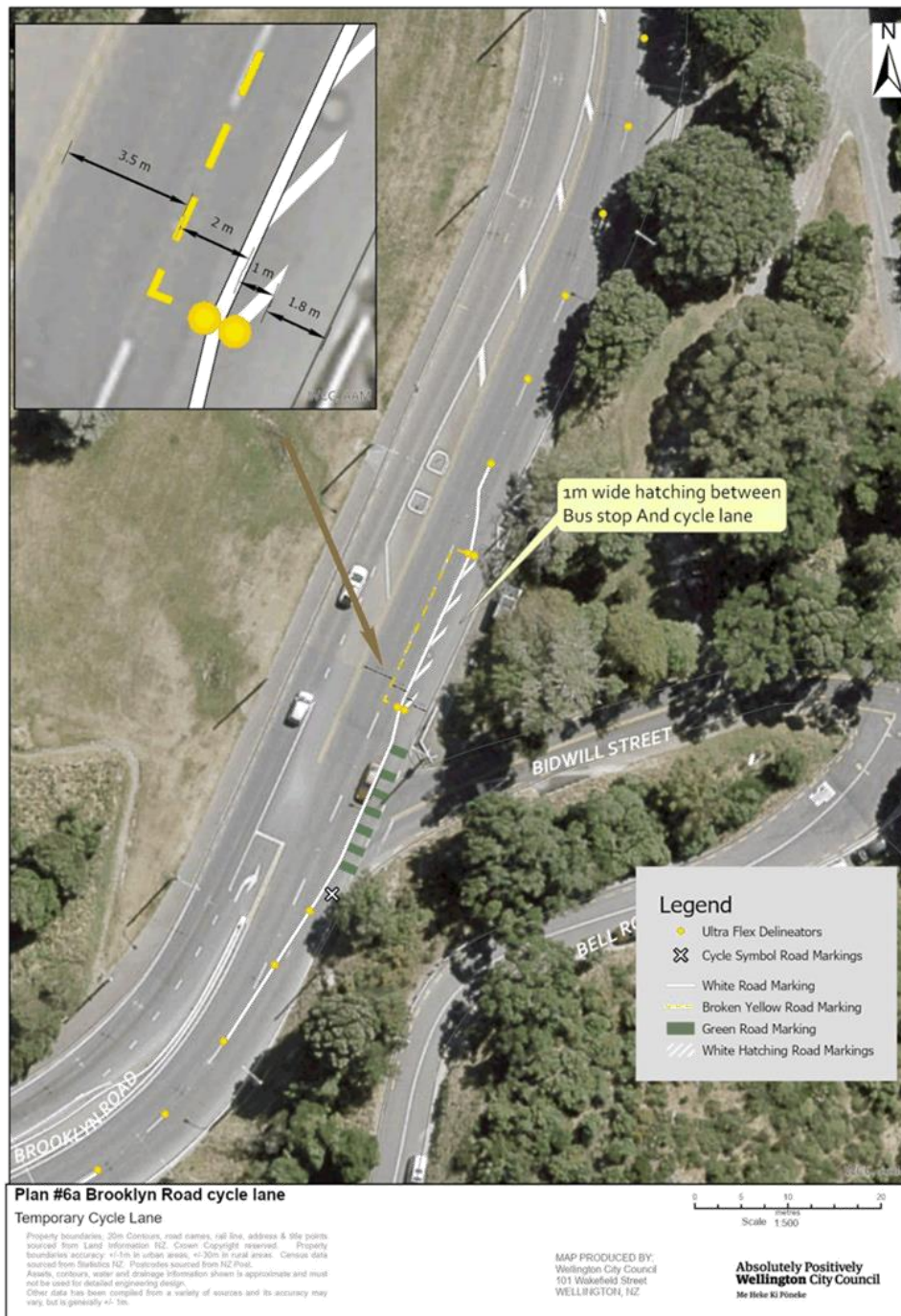
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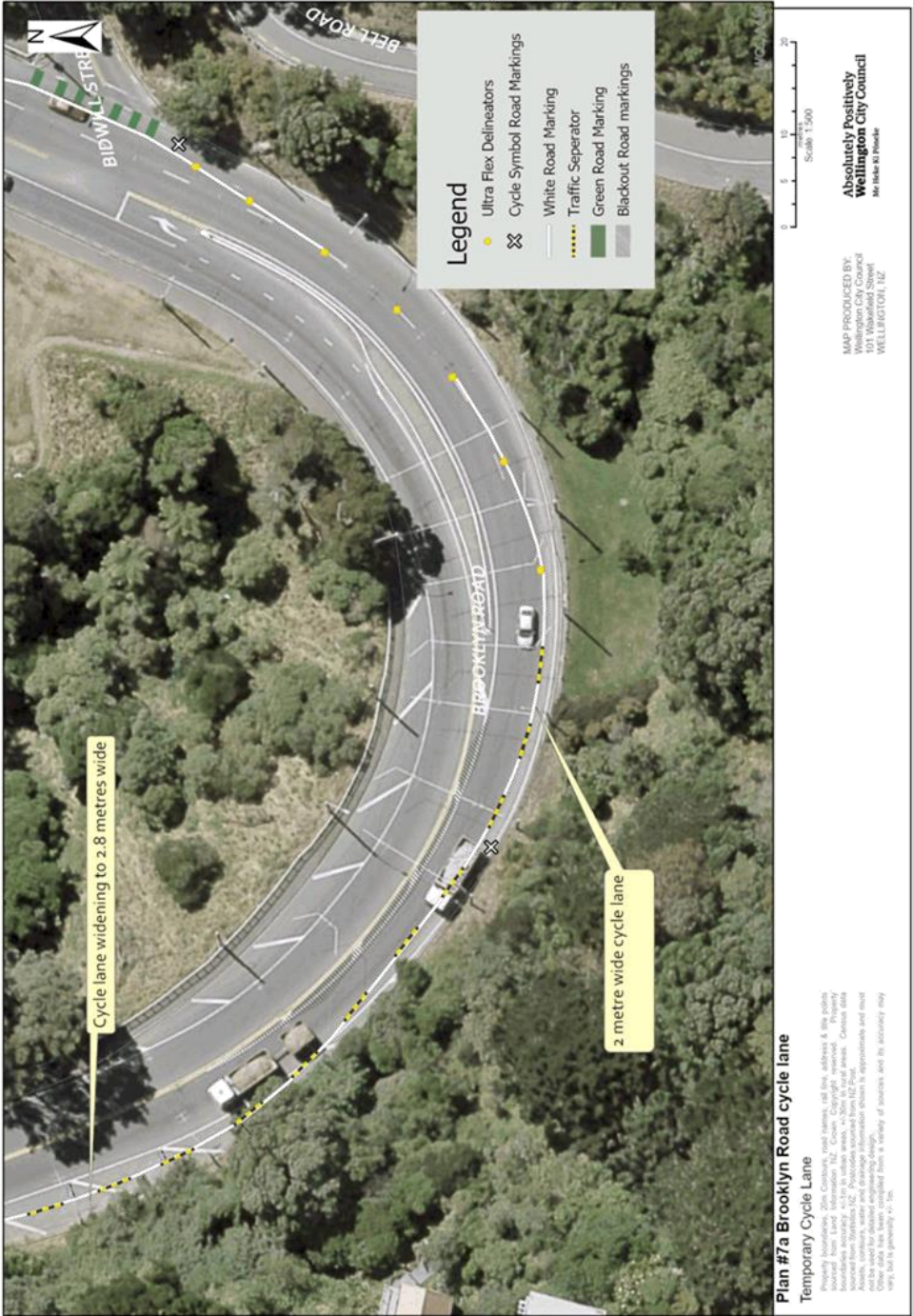
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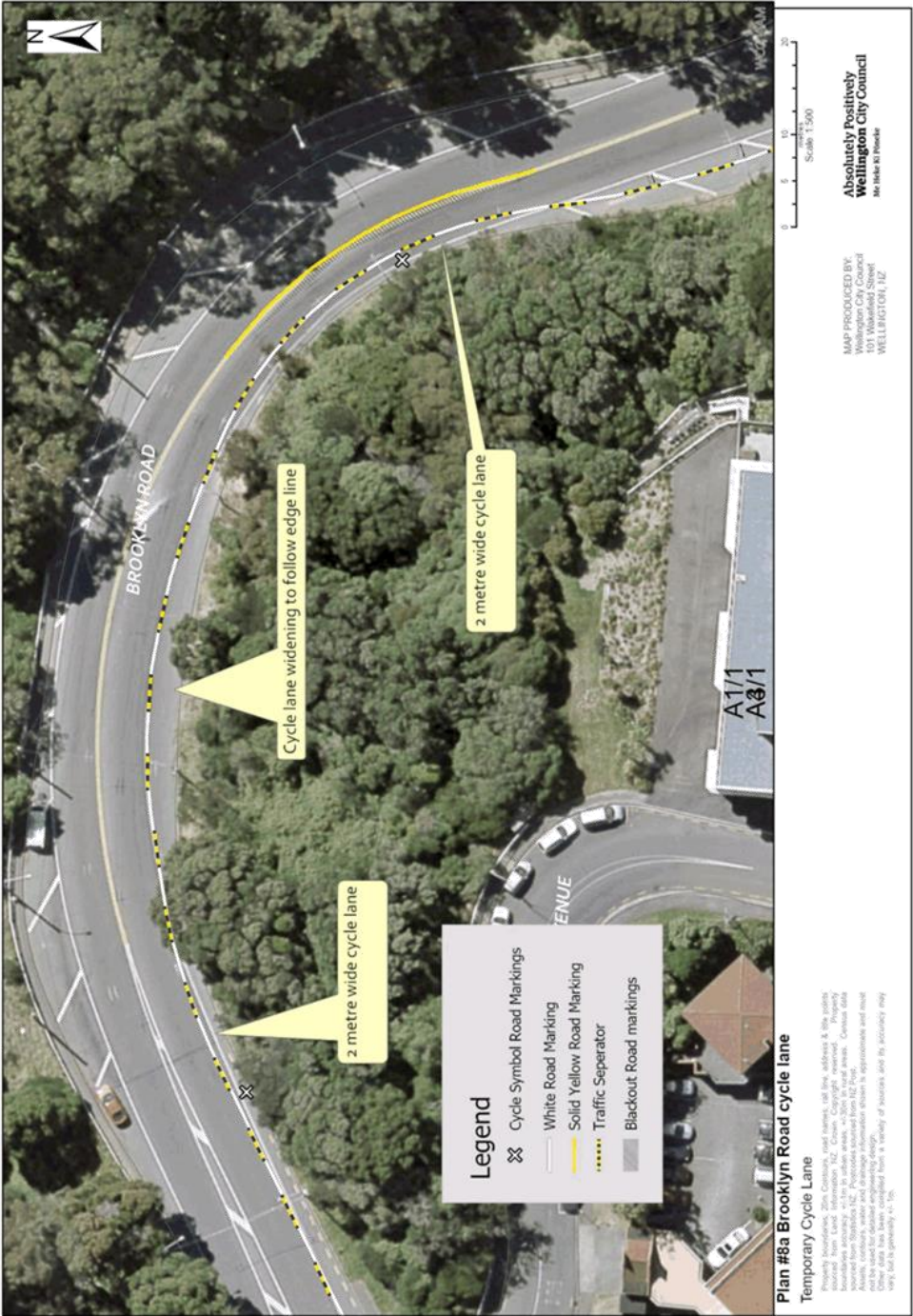
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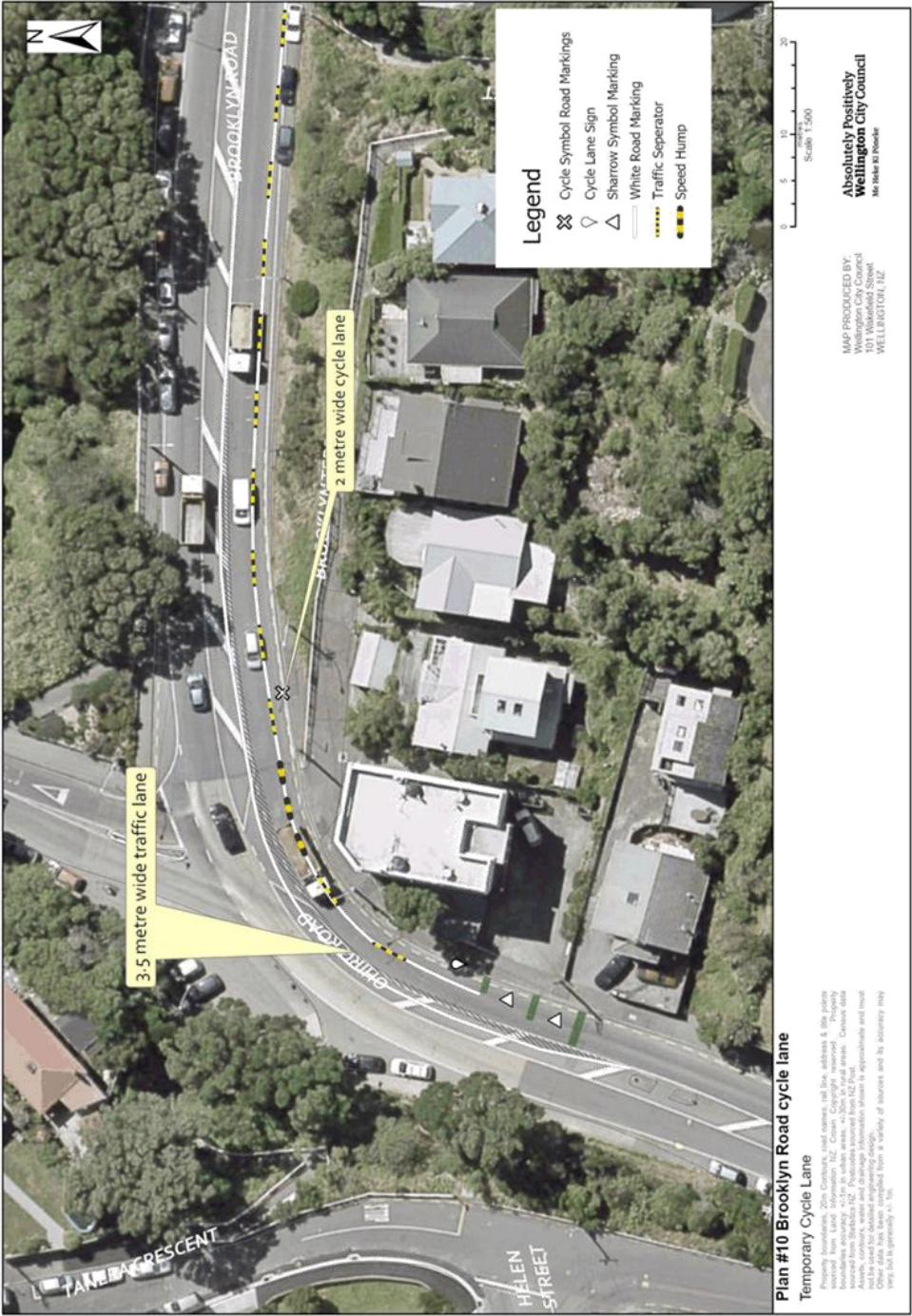
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Legal Description:

Delete from Schedule A (Time Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Brooklyn Road	<i>P5, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 139 metres west of its intersection with Nairn Street and extending in a southerly direction following the southern kerbline for 17 metres.</i>

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Brooklyn Road	<i>Cycle Lane, At All Times</i>	<i>East side, commencing 28 metres west of its northern intersection with Nairn Street (Grid Coordinates X=1,748,193.16m Y=5,426,726.71m) and extending in a southerly direction, following the eastern kerbline for 470 metres</i>
Brooklyn Road	<i>Cycle Lane, At All Times</i>	<i>East side, commencing from its southern intersection with Nairn Street (Grid Coordinates X=1,748,145.07m Y=5,426,293.51m) and extending in a southerly direction following the eastern kerbline for 207 metres</i>
Brooklyn Road	<i>Cycle Lane, At All Times</i>	<i>East side, commencing from its intersection with Bidwill Street (Grid coordinates X=1,748,127.76m Y=5,426,183.9m) and extending in a southerly then westerly direction for 336.5 metres</i>
Brooklyn Road	<i>Cycle Lane, At All Times</i>	<i>South side, commencing from its intersection with Washington Avenue (Grid coordinates X=1,747,863.35m Y=5,426,128m) and extending in a westerly direction for 163 metres</i>

Prepared By: Alastair Helm **Transport Engineer Assistant**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 4/06/2020

Brooklyn Road - TR99-20

First Name:	Last Name:	Do you agree?	Comments about TR99-20:	Officers Response
Richard	Lucy	No	Information Provided: My response is based on the almost complete lack of information presented by the Council, bar a single image and some aspirational messaging. However, since the messaging does include the information that this shapeless excrescence from some transport engineer's mind is intended to become reality in next to no time, I am responding to the minuscule detail the Council has thought fit to provide. My response: This is addressing a problem that doesn't exist. I have lived in Brooklyn since 1995. I cycle by choice, and I find this proposal risible. It solves nothing, and will cause grief to all – cyclists, motorists and residents. The stated purpose is COVID-19 distancing. Is there even an iota of intelligent thinking to support the plan in relation to COVID-19? It's certainly not presented in the almost non-existent available information. I've had to prepare better plans to run a BBQ stall. Cyclist safety is notably not a concern. If it was the plan would address safety concerns rather than the transport engineer's dubious ramblings. Regarding cyclist safety, there are several dangerous traffic pinch points in this area, of which a minor three are (at enormous expensive) addressed by this proposal - those being the narrowing caused by the pedestrian refuges at the bottom of Brooklyn Road, and near Bidwell Street. There are serious danger points AROUND this area - the Victoria/Webb intersection being one, and then nothing major until you get to Ohiro road, where this plan makes itself absent and abandons cyclists and motorist both to negotiate yet more flawed traffic engineering through the Brooklyn centre. To recap, there are problems for cyclists on Brooklyn Road. This plan will not fix them. It accidentally addresses some relatively minor problems, protects cyclists where they aren't in danger, ignores them where they might be exposed to real danger, and provides no	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. It is acknowledged that there are some deficiencies in the scheme but being temporary they are addressed as far as the scope of the project allows. If the scheme is successful then these could be addressed in any permanent scheme considered in consultation with the community in the future.
Stacey	Parbhu	No	It's mostly a good idea. However, that double lane to overtake going up Brooklyn Road is used every time I've been on the road (by myself and others) -because there is heavy truck and bus usage going up and they do drive significantly slower. The concern is that without a safe place to pass, people will utilise the opposite lane to pass regardless.	With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Sarah	Clark	No	I would like to see the rationale for how this will assist cyclists and whether the section of Brooklyn hill is identified as an issue or presents a safety risk as it is not clear whether the route addresses those most narrow stretches but rather where there is already available space. If street parking is to be removed will sections on the opposite side be made available as residents only parking? There is significant competition for street parking between residents and general parking already and this will be exacerbated by reductions in public transportation and higher use of vehicles.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things like parking are not working – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.

Brooklyn Road - TR99-20

Gaye	Bergquist	No	This would be a waste of council monies, which would be better spent on drainage and water. We are also moving into winter and even your stoungest cyclist will drive their car to the cbd.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Cerelia	Diprose	No	The main functions of the two-lane portion of Brooklyn Road are to a) facilitate safe left turns into Bidwill Street and b) leave room for all vehicles, including cyclists, to safely traverse the hill. The intersection of Bidwill Street and Brooklyn Road is a tight, dangerous corner with limited visibility, both in regard to the corner and the hill immediately encountered on Bidwill Street. The left lane is generally used by large vehicles (waste management vehicles and buses), and left turning traffic. Straight-through traffic generally uses the right lane. As the lanes are wide, plenty of space is left for the veryrare cyclist that chooses to take on the hill. I would strongly encourage this council to consider improving the trails in Central Park for cyclists, as this would not only eliminate vehicle hazards, but also provide the benefit of reduced pollution to be inhaled in an area that is already challenging for respiration when cycling. Given the physical challenge inherent to both walking and cycling up the hill, the usage of the proposed cycle lane is highly unlikely to be any different from the current volume of cyclists and pedestrians travelling uphill on Brooklyn Road, especially given that the proposal is intended to be implemented in winter, when cyclists tend to use public transport to avoid being saturated or blown around. Cyclists are therefore extremely unlikely to be forced into close proximity (i.e. less than 2 metres from each other) for any significant amount of time. They are protected from motorised vehicle users by the fact that most vehicles are completely sealed (cars) and that the vast majority of scooter and motorcycle riders in Wellington wear fully enclosed helmets, preventing vapours from escaping easily. This proposal also fails to consider the impact on the safety of public transport options on Brooklyn Road. Specifically, it would bar safe use of the bus stop on the corner of Brooklyn Road and Washington	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. It is acknowledged the passing lane provides opportunities for traffic turning into side streets but in this instance it has meant striking a balance between this low use activity versus providing space for the cycle lane. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things like parking are not working – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Megan	Sewell	No	It is already hard enough to turn left coming up Brooklyn Hill into Bidwill Street with the buses and bus stop right on the corner. We need two traffic lanes to allow traffic to flow up the hill as if turning into Bidwill street you will hold up all traffic and buses. The road as it is works already. I see this as a complete waste of money to no benefit	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. It is acknowledged the passing lane provides opportunities for traffic turning into side streets but in this instance it has meant striking a balance between this low use activity versus providing space for the cycle lane.

Brooklyn Road - TR99-20

Amanda	Wilson	No	This is going to cause an immense amount of disruption for very little to no gain. There has never been a problem with cyclists on Brooklyn hill. There is no reason that there is a social distancing issue with biking up the hill. What are you wanting them to distance from... a hill... cars ... this does not make any sense. Cyclists, like cars, can only pass others when it is clear to do so if there is a build up of cyclists (which I have never seen) they continue to bike single file (like cars are expected to do). Seems like a waste of money and a lot of disruption.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Craig	Stewart	No	I cycle this hill every evening and consider this to be one of the safer parts of my journey from the city to Owiro Bay. Taking away coupon parking exacerbates what is about to become a substantial challenge when people return to work and bus & train seating is reduced by up to 75% to observe Covid social distancing - they will revert to driving - seeking places to park. This approach will also further alienate cyclists from vehicle drivers as they become frustrated with losing car parks and passing lanes on a stretch of road that is considered one of the safer areas for cyclists. As a long term cyclist I would be happy to discuss this further. Thank you for the efforts to make our roads safer for cyclists and for the opportunity to provide feedback.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Tim	Henley	No	Completely pointless, there's already two lanes up the hill, one for slower vehicles/cycles. If one of these is reserved solely for cycles it will slow down traffic the rest of the time. Personally I've never seen a single cyclist riding up Brooklyn hill.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. This proposal allows the separated cycle facility to be extended for much of the length of Brooklyn Road.
Nikolaos (Nik)	Zahariadis	No	It is high time WCC has re-assessed its priorities with the deciding factor being: necessity, urgency of situation and implications if basic infrastructure is neglected by prioritising projects on the basis of "nice to have" rather than "must have operational NOW"! Wake up city councillors before it is too late to save our city!	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects.
Lauree	Rickard	No	What is proposed is dangerous as there are a number of points along this road, even with all car parking removed that will make this dangerous. Also removal of the second uphill lane is likely to cause more issues as this is required for slow heavy trucks or buses. There isn't enough room for a cycle lane with the bus stops either. There will be injuries to cyclists if this proceeds - have they honestly driven this road?	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Pat	Hayden	No	I feel that we will need even more car parks due to decreased passenger capacity on buses to ensure safe social distancing. People will be driving more and that stretch of road is wide enough for both cars and cyclists,	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jamie	Jane	No		
Aneesha	Budhia	No		

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A	O'Sullivan	No	Ridiculous pursuit of an agenda to solve a non existent problem. Can't believe the council is spending time, effort and money on such a waste unless it is to progress an agenda the ratepayers did not vote for. At the absolute minimum the council should tell us the cost and the impact especially of removing hundreds of car parking spaces. No wonder the council is becoming a laughing stock.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Liz	Olive	No		
Nicola	Hawkins	No	Why are you wasting money on these initiatives? We have plenty of other more important things to think. Having lived overseas in large cities for over 20 years, Wellington doesn't have a traffic problem...	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Blaire	Alder	No	Comolete waste of money, blatantly pushing your agenda under the guise of covid-19. No doubt these changes will mysteriously become permanent after the publics attention is diverted elsewhere, i.e. an ellection. You people are as transparent as a lump of concrete. If we can be trusted to walk behind someone at a safe distance, then why not next to someone?! Beggars belief. There is a million other things this money could be spent on that would be far more beneficial and productive. But hey, lets just blindly push an agemda through, not my money right?!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Michelle	McGuire	No	Too much traffic to adjust lanes to accommodate. Will this really be temporary? I doubt	Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Ian	Anderson	No	I would only support this proposal if these temporary changes only last as long as Wellington is in level 2-4 lockdown. It is not clear from the proposal how long the temporary changes are intended to be in place. If the real intention is for these changes to be permanent then they shouldn't be classified as a temporary response to Covid-19.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Thomas	Guldborg	No	It is fine the way it is. The bike lane you built on Crawford road is of a similar design I imagine. It is never swept, and therefore full of gravel, branches, leaves, and sometimes parked cars. It is a very dangerous route to cycle. That too was fine before you "fixed" it.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary cycle lane has been designed so that it can be maintained.
T	Peters	No		

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Justin	Smith	No	Waste of money. Fix our water and sewerage	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
David	McNicholas	No		
Robyn	Watling	No	This is very ingenuous sliding these bike lanes under Covid-19 reasoning. To take away so many parking spaces for such a spurious reason is absolutely a travesty. The parks are useful revenue for the Council, provide short term parking for residents visitors and more importantly encourage people and families to use Central Park. The loss of so many parks disadvantages many more people than it benefits. The Council has not learned from the debacle of Island Bay - to use Covid-19 to rush this through is disgusting. The Council will definitely be changing next election if this is the best they can come up with.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Gerry	OKane	No	As an arterial route for large trucks to the 3 tips in Brooklyn, removing carparks and changing the center line is ridiculous. They further these trucks are apart, the safer everyone is. As a cyclist myself, i believe using Covid19 and social distancing as the reason is extremely unethical as this is not a genuine reason. . Moreover most cyclists cycle in packs and dont follow the distancing rules them self.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Charlotte	Jarvis	No	wate of money. This should not be a focus when other needs are highly required in the city, like public transport issues and water issues. Cyclists dont use the cycle lanes we have and Island bay has proven this was a waste of time and road use	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Miles	Carter	No	I'm writing from the point of view of a keen cyclist and someone who used to live next to Brooklyn Road for several years (on Nairn St) A much better solution would be to improve a route through Central Park so cyclists can ride totally away from traffic. There is already a pretty good route through the park that a decent number of cyclists use, but there is no signage to suggest using it, and the steepest gradient could be reduced with a small amount of trail building, and an easier average gradient than Brooklyn road itself could be achieved. I have drawn a quick sketch of the route through the park, red is the current route and blue are trails that could be built to reduce the gradient of the climb/to bring cyclists out at the top of the road. It's worth noting that a decent number of cyclists cross Owairo Road at the intersection with Brooklyn Road and carry their bikes up the steps to Tanera Cres Apart from my feelings that a shared traffic solution is not nearly as good as one fully separated from motor vehicles, I have concerns about actual safety improvements from this lane. I feel that key hazards for cyclist/car conflict on Brooklyn road such as the Bidwill St intersection and Washington Ave. intersection won't be mitigated by addition of a cycle lane. I also expect that drivers will be tempted to undertake very slow trucks, or that the cycle lane will end up being used as a slow vehicle passing bay. If vehicles are no longer able to overtake and are forced to climb the hill in low gears behind trucks it will result in increased emissions.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community.
Carolyn	Reid	No	Completely ridiculous waste of time, money and council effort! By the time you even consider putting measures in place 3+ months done the line, COVID-19 is likely to be a thing of the past on our current trajectory of recovery. Stop wasting ratepayer money on temporary solutions (stupid ideas) when you have far bigger issues, e.g. defunct three waters systems, to resolve.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Chris	Morley-Hall	No	Why is the proposed bike lane not located the side of central park and Renouf center - this is a far more attractive and appealing side of the road to ride than the proposed southern side squashed against the steep bank especially with the high level of tip traffic and truck movements on the hill this can feel very intimidating when going up and down the hill. could a cycle way be created through central park even ? Also Instead of just putting water barriers / concrete blocks / road cones in place to define the temporary walk ways/ cycle ways please consider something more appealing such as planters.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community. The temporary measures will endeavour to use materials that are in keeping with place making objectives.

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robert	douglas	No	I think the council should focus on important matter like - Reducing rates to zero for Wellington Business instead of increasing them to 5.2% - Getting car moving, for most road users, bikes and scooters are not an option of getting there kids to school or sports or picking up shopping. - Fixing the Bus problems - Get the library back and running properly I'm a cyclist, I have a electric scooter and I use the bus. This expenditure is not a priority in the scheme of things and using Corvid 19 to justify it is a complete joke.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lia	Moon	No	I am against anything that is proposed by or in any way supported by Julie Anne Genter and the Green Party as a cynical way to progress their agenda under emergency conditions. This proposal is not properly researched or thought out, nor is it necessary, and JAG and the Green Party will claim it as a victory when it will deliver nothing of value to the people of Wellington.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Serge	Peeters	No	Does not make sense under Level 2, cost not justified for a temporary solution. Why is this an issue here but not on narrow walking tracks or mountain bike tracks.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Isobella	Lucy	No	I would like to find out the cycle lane will address the removal of parking spaces and where those cars are supposed to go. Without off street parking, options are limited and if the parking spaces are removed without consideration it would make things unnecessarily difficult.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Anthony	Yeo	No	This looks like a hastily considered proposal driven by a pro-cycling agenda 1) waste of ratepayers' money. 2) we will move to level 1 soon 3) seems like a covert attempt to trial permanent cycle lanes 4) Many other priorities (flooding in Karori, tagging, local business) Please do not proceed.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Andrew	Jackson	No	Firstly, if this is about providing physical distancing between riders, why not install a truly temporary system, right away. Surely time is of the essence? Again, concerning distancing, why not temporarily cull the car parking along Ohiro Road opposite both of the medical centres in Brooklyn? That area is an absolute nightmare to ride as a cyclist (especially north) with a narrow road combined with heavy vehicles.	A long list of projects were considered and analysed using multi criteria analysis. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised and striking a balance between advancing projects and keeping the community informed. The scope of the proposal does not extend to Ohiro Road but this is something that can be considered in the future in consultation with the community.

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Sophie	Michot	No	Why does this temporary proposition sound like a permanent one? We are now at level 2 going to level 1 before the end of this consultation and far before the Council meets and review these propositions i.e. 11th of June. Is it a way for the Council to do work that it had envisaged without paying the main cost burden (90 percent funded by Waka Kotahi NZ Transport Agency's Innovating Streets Fund)? How much money is going into a temporary action? This public consultation so late in the Covid 19 handling of the crisis is quite baffling.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised and striking a balance between advancing projects and keeping the community informed. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Gareth	Morgan	No	I don't believe this is necessary and WCC should restrict unnecessary spending as rates affordability is causing substantial mental and financial stress for ratepayers currently. This will be a very visible example of wasteful spending if it goes ahead.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Russell	Bell	No	Whilst my comments are referenced to the changes proposed for Brooklyn Road, the first comment equally applies to all three pop-up bike lanes. The descriptor for these proposed changes refers to them as "Temporary." No where in the document is "Temporary" defined. Will it be for 5 months or 5 years? Is this a trial which will become a permanent feature at the end of the "Temporary" period or will it (like the chicane in lower Tory Street a summer or two ago) disappear at expiry. Without a definition as to what Council intends by "Temporary" it is difficult to formulate an opinion as to the worthiness of this proposal. People may be prepared for a short disruption to traffic flows up the Brooklyn Hill if they know it is only for a short period. They may well hold a different view if it was going to be for a year or more. Secondly, the present passing lane on the Brooklyn Hill enable motor traffic to overtake a significant volume of slow moving heavy vehicles en-route to the Council Tip. Where is the research as to the impact of such delays/congestion/increased diesel/petrol fume pollution in the slowing of traffic in consequence of the overtaking lane being closed? Where also is the evidence for a demand for a cycle lane from the cycling community? Cyclists coming up the Brooklyn Hill are a very rare occurrence. The concept of pop-up cycle lanes may well be a worthy concept but the information provided here is less than adequate. The proposal should be canned for now and resubmitted later with fuller information. Russell Bell	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Nathan	Meyer	No	Absolute waste and underhand tactics. Look at Ringotai rd cycle way never used!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.

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Simon	Espie	No	there is no need for this - bikes are fine going uphill in current layout. Adverse effects on traffic (especially given the fleets of large trucks to the landfill) and parking (our street is already jammed with non-residents' cars) far outweigh any benefits. For social distancing there is no problem currently - cyclist A can easily wait until safe to pass cyclist B by 2m in current layout. This money would be better spent on something where there is really a need.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Arthur	Pan	No	It is a waste of money and will be unused whilst causing traffic and safety issues	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Phillip	Bolton	No	This appears to be way of installing cycle lanes to the detriment of parking. By the time they are completed it is likely that social distancing will be to a point that these are not required. In addition there is no issue in this area as motorists and cyclists show respect. Ohio Road and Brooklyn lights intersection is where the issue is. There is no guarantee they will be removed	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to Ohio Road/Cleveland intersection but this is something that is being considered in consultation with the community.
Roger	Johnson	No	COVID LEVEL 2 HAS REDUCED YOUR NEED FOR SPECIAL BIKE PRIVILEGES ALREADY - CREATING A MASSIVE SHORTAGE OF CAR PARKS WILL ONLY INCREASE THE SUFFERING OF RESIDENTS WHO RELY ON THE PARKS FOR LIVING. BIKE RIDERS DO NOT DESERVE THIS OFFENSIVE CURE TO A NON-EXISTENT PROBLEM.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Kevin	Clarke	No	Keep Lycra wearers at home where they can admire their attire and for those suitably enhanced with a brain send selfies to their brethren.	No response
Duncan	Domett	No	Why are u doing this now The less disruption the better after what we have just been thru !	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Andrew	Simes	No	I am a cyclist. There is insufficient cycle traffic to justify this change. The consequential delay of traffic heading up Brooklyn hill during rush hour will bottle neck through the Webb St intersection and along Victoria street. A smarter option will be to extend the dual lane from Web Street through to Washington Ave with the left hand lane as a shared lane. Then continue a (new) cycle only lane from Washington Ave to Ohio Road. This change could be made permanent.	There is insufficient road width through the section from Webb St to the bottom of Nairn St to safely install a temporary solution here. It is something that would need to be considered in more detail if a permanent solution was to be implemented in the future. This would also apply to any future solutions for a permanent cycle lane up hill.

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Iain	Macleod	No	I have been driving up brooklyn hill for the last 20 years and have never found it a problem for the distance for cycliust this is unnecessary and the removal of car parks will place extra pressure on the parking around the Brooklyn village The council is trying to solve a problem that does not exist	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Digby	Paape	No	Citizens are scared of public transport, now, and for a long time to come. They are reverting to cars. More cars on the road mean MORE parks are required and road room.This move of the council has inintended consequences, which are more traffic congestion, slower commuting times, and the need to park further and further from the CBD. There will be a few switching to cycles until wintertime. They are young, fit, don't shop, or have children. FYI. None of the changes affect me personally.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Jon	Pottinger	No	This is totally unnecessary and a complete waste of ratepayers money and removing the car parks is ridiculous. At a time when the cities infrastructure is in desperate need of major repair what is this disfunctional Council thinking??	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project.
Mee Moi	Edgar	No	Brooklyn Hill is used by very few cyclists on their bikes as it's steep. They could walk their bikes up. Again removal of coupon parking has an impact on residents who don't have off street car parking and on those who use sports facilities nearby, bigger than that for a few cyclists. Terrible idea. Our risk for catching COVID-19 outdoors is minimal (~1% to 4% apparently). I'd rather central government give the money towards our water and sewage pipes.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The removal of car parks is required to provide the necessary space to implement the project. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Richard	Stote-Blandy	No	Absolute complete waste of ratepayers money. Very few cyclists ever use the hill nor do they need extra room on a mostly 2 lane stretch of road. Please do NOT go ahead with this even on a temporary basis.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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guido	seevens	No	TR99-20 fails to address the major two pinch points for cyclists. These are the very bottom of Brooklyn Road (technically where Webb turns onto Willis) and where Brooklyn road becomes Ohiro rd. The removal of car parks and the passing lane is not necessary to facilitate a bike lane up Brooklyn road. Removal of the middle traffic islands and re-aligning of the centre line and removal of the cross hatched area's in the middle and around Rodgers corner will allow for the parking to remain at the bottom outside the apartments and the passing lane to remain. There are no statistics to back up that this section is dangerous for cyclists. TR99-20 does not address how the buses will stop. These cannot stop in the middle of the road with the amount of heavy trucks along Brooklyn road. I suggest the left lane from the intersection of Victoria and web street turning into Willis/Brooklyn road be turned into a Bus and Cycle only lane. Remove the dual turning and merging section as this is a hazard for cyclists and motorists alike. Remove the crosshatched area in the centre of the road along with the centre islands to facilitate a bike lane to continue on from around by the vets. remove the traffic islands just before Nairn street to allow the centre line of the passing lane to be shifted west, this will require the bus stop on the downhill side of Nairn street to be shifted down hill a little to give room for the Nairn street turning vehicle bay. Remove the cross hatched area's around rogers corner to facilitate the shifting of the centre line and allow a reasonable bike lane space on the left going up. The islands at the Washington Drive and Brooklyn road intersections will have to be redesigned as people do need to cross here but there is not enough room for a cycle lane, bus stop, traffic and pedestrian safety. The curbing and down hill bus stop will need to be altered to allow for all	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Many of the suggestions you make would be considered as part of a permanent scheme but the scope of this temporary solution is to deploy a safe scheme that requires the minimum changes possible.
niamh	crocker	No		
dfgs	rg	No		
Tom	Law	No	1. These are perported to be temporary arrangements required by additional foot and cycle traffic as a result of covid 19. As New Zealand is now in level 2 heading toward level 1 and out of all levels, I question whether the need for this will continue to be needed. 2. In the light of other financial commitments (particularly the high costs of infrastructure water, sewerage, etc) I am not convinced that expenditure on this proposal can be justified. 3. Expenditure on existing initiatives re cycleways (Island Bay) need to be completed first.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Steve	O'Malley	No	Unnecessary. The justification for doing it does not make sense. "To provide more space for biking in response to Covid-19 social distancing guidelines" No issues with social distancing riding a bike up Brooklyn Hill! Agree it would make things safer for cyclists, but my experience of Brooklyn Hill is that in relative Wellington cycling safety terms - its not overly dangerous. A complete waste of money.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Sofia	Lowndes	No	Covid distancing - with or without a bike lane I keep my distance from other cyclists so presenting it under covid demeans all the legitimate efforts by NZrs - I bike regularly and have no interaction with other cyclists. I also drive and have no issue giving way to cyclists and not keen to be stuck in extra traffic due to everyone piling up behind the regular tip trucks and buses taking the passing lane away would incur. Also the loss of parking would impact greatly on the users in the area as there is often a shortage as it is - renoulf tennis centre events/ karate club / Central park users / central park flats users (many uber drivers there as well and on days I walk to town or work I also park at the bottom	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Erin	Pearce	No	First, the worst of the Covid-19 related restrictions will be over by the time this plan is due to take effect. Second, it seems like a waste of money at a time when we are likely to be charged more for council fees that are already pretty darn high. Third, taking away parking spaces in such volumes in a fairly busy area will just cause issues as people compensate for the lack of spaces in narrow and crowded side streets that are already excessively crowded.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Conrad	Bullock	No	I object to the proposed changes because it will substantially slow down traffic up Brooklyn Rd. There is a large amount of slow heavy truck traffic because of the location of the tip, and the current 2 lane road gives an opportunity to pass what would otherwise mean several minutes stuck behind these heavy vehicles that are very slow because of the gradient of the hill. I also feel that losing 139 car parks is a significant issue.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
William	Bond	No	If the purpose of this proposal is to give cyclists further protection from landfill-heading trucks (and I can think of no other reason), it will disproportionately disadvantage the far higher number of motorists who will be forced to crawl up the hill to the top behind grinding trucks travelling at well under the 50 kph limit. The possibility of overtaking the trucks while observing the speed limit will be removed for the motorist. Unless there is current evidence that cyclists are unfairly disadvantaged relative to motorists on the Brooklyn Hill, I would oppose this change.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.

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Mark	Peaceu	No	As a cyclist, the areas proposed don't deal with any pinch points and on the whole have reasonable space currently available on the road for cyclists. I think it would be a waste of money making these changes and it wouldn't actually encourage more people to bike. There are far more dangerous areas in the CBD to deal with. We're also coming into the coldest and wettest months of the year so there's less appetite for cycling. Some businesses have also stopped allowing showers at work due to Covid-19, which adds to the raft of issues for cyclists.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Michael	Gould	No	There is not nearly enough cycle usage on this route to make this a change for the good. It will create an issue with the vehicular traffic, where, by the elimination of the partial 'second' passing lane for uphill traffic, we will find a situation where cars will be backed up behind slow moving and noxious trucks going to the tip, as well as the buses. And, if the idea is that this 'safety' lane will bring more cyclist use to the strip, that is unlikely as this is one of the steepest uphill stretches in Wellington -- it will never be a heavily used cycle route.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Virginia	Saffioti	No	I am concerned as a ratepayer that we are losing more and more valuable car parking spaces to cyclists who somehow seem to have endless concessions made for their hobby. Lots of others enjoy these areas and there is ample space for cyclists on the road. I would not be happy to see any ratepayer funds going towardAs these projects when our city's infrastructure is crumbling	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Todd	Hatten	No	Ridiculous idea, it's too late for this, we're well on our way back to normal already. Getting rid of those parks is just another ploy to get us to pay more for parking.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Ted	Bertrand	No	I do not support cycle lane replacing left uphill passing lane on Brooklyn Rd. I cycle and drive up this hill, the existing left road lane is plenty wide for vehicles and cyclists to co-exist safely. Replacing the passing lane will significantly impact vehicle traffic for little to no improvement for cyclists. I fear this will only fuel anti-cyclist sentiment and make cycling even more dangerous a few hundred metres uphill on Ohiro Rd between Tanera and Todaman where the is VERY little space for trucks/buses/cars and cyclists to manage against parked cars.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.

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Deborah	Stokes	No	<p>•The reason for proposing the change was given as: To provide more space for biking in response to Covid-19 social distancing guidelines. This is complete nonsense. Cyclists are ALREADY able to follow social distancing guidelines by riding 2 metres apart in a single file fashion.</p> <p>•The information shared on the proposed change gave no details on 1) cost 2) number of cyclists. Has this analysis been done? If not, why not? If so, why has this information not been shared with the proposal? •Based on past experience (Island Bay cycle way), which cost millions of dollars has not made the road safer for cyclists. •I believe the Council using Covid-19 to push it's pro-cycling agenda, and implement changes with undue haste and minimal consultation.</p> <p>•There are currently zero active cases of Covid-19 in Wellington. •If approved the proposal will be installed within the next 3 months. In 3 months time, based on current rates of infection, there will be zero cases of Covid-19 in New Zealand. It logically follows that the need for social distancing will no longer be required. •Wellington City council is currently considering rates increases of 2.15 and 4.95%. Stop wasting money on projects that have little value for the majority of rate payers.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p>
andronicos	economous	No	<p>I oppose the proposal on many levels temporary or not. Firstly the notice given is way too short for proper evaluation and parking is of utmost importance not double cycle lanes. The cost to us is not welcomed or necessary. Our law is not arbitrary and proper procedures should be met before you interfere with peoples lively hoods. Shame on the councilors pushing for these unacceptable plans</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.</p>

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margetina	economous	No	I oppose the proposal on many levels temporary or not. Firstly the notice given is way too short for proper evaluation and parking is of utmost importance not double cycle lanes. The cost to us is not welcomed or necessary. Our law is not arbitrary and proper procedures should be met before you interfere with peoples lively hoods. Shame on the councilors pushing for these unacceptable plans	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
andy	economous	No	Firstly I oppose your planned changes. Its a shame that people we should trust end up in power with the ability to have a change on peoples lives and livelyhoods. The notice given is way too short to have a proper response by the public to the said proposal. Temporary or not or the use of covid19 excuse is deplorable but a sneaky way to introduce changes. Parking is of premium and your removal of them is deplorable to say the least and for what?? cycle lanes for 4% of the Wellington population. Shame on you all and double shame for wanting to spend our hard earned money in times of crisis	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.

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Anna	Gillies	No	Having bike lanes on Brooklyn road will make it unsafe for drivers and pedestrians as it is a main route from the city to the southern suburbs. This is the main route to the southern landfill which has several heavy trucks with large loads, who travel slowly up the hill. There is a fire station in Brooklyn, putting more bike lanes in the suburbs will make it more difficult for emergency services to travel safely in and out of Brooklyn. Why is a bike lane not considered to go through Central Park- this would ensure the park is continued to be used and is made safer for your citizens. Wellington City Council treats people who cycle preferentially over its other citizens and rate payers. A certain level of fitness and social economic status is needed to be able to ride bikes. There is no consideration given to those who are older citizens, citizens of different racial and cultural backgrounds and citizens of lower economic status who cannot afford bikes for everyone in their family.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The removal of car parks is required to provide the necessary space to implement the project. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The scope of the proposal does not extend to looking at alternative routes but this is something that can be considered in the future in consultation with the community.
Gillian	Boyes	No	I have regularly cycled up Brooklyn Hill and feel there is plenty of room on the road already. The loss of parks means those wanting to walk to work will be severely hampered. It also creates challenges for those wanting to use local businesses like the Vet. I strongly oppose the proposed cycle lane.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
siobhain	hoskins	No	Waste of money. The road works fine as it is. Plenty of room for both cyclists and vehicles. I do not want a disgusting cycle land mess like that produced in island bay which ruined the look and aesthetic of the entire parade and made it more dangerous. Rates are high enough at present without entering into knee jerk layouts only preferred by one segment of the community	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Lilly	Dorgan	No	Seems overkill for being potentially at the tail end of COVID-19 and will cause accidents, I guarantee you - I would also like to know how many cyclists the council believe cycle up Brooklyn hill/would cycle up if provided a 'safe' path. I see one on a good day and commute this way each day and have for nearly 10 years. This area (strangely) is also dangerous enough as it is - people drive over 70kms up this hill and pass busses dangerously as it is, I can't see enough room for cyclist's safety, busses and cars passing them at 70kms just before a merge that people already can't handle. Not to mention most cyclists happily prefer to use Central Park, making your proposition a moot point at least on Brooklyn Road. As far as Owhiro Road goes - do your research on the safety you propose when massive trucks are the primary user of this road. I have seen 1 cyclist on that road in my life, I swear. This seems extraordinarily shortsighted and lacking foundations in any form of research or forethought, it's appalling honestly - you're gonna have casualties on that road if you do this.	<p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to Ohiro Road or other options through Central Park but these are something that can be considered in the future in consultation with the community.</p>
Donald	Thompson	No	The argument for is flimsy. Especially in winter there will be few bikes and cyclists are naturally well-separated anyway. Cyclists can and do already share Brooklyn road safely with cars. Distancing rules will most probably be relaxed before the change gets implemented. There will be more cars and more need for the affected parks as people remain cautious of public transport. It's a big foot in the door towards it becoming a permanent restriction.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe, to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Edith	Campbell	No	I am writing to you about your proposal for the removal of the car parks on Brooklyn Road. I would like to register my disagreement with the proposal as my daughter lives in Brooklyn and when I visit her we often drive down to the entrance of Central Park and go for a walk. As I have limited mobility, this park is a lovely walk as it is only a slight incline on the central path and is also very beautiful. If I could not park near the entrance, I would not be do these walks anymore, and there are not many other sheltered, beautiful and accessible parks in Wellington.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lola	Costello	No	The road here is sufficiently wide to accommodate bikes alongside traffic in the current formation. It is easy to pass bikes safely, there is not an issue with cars having to trail behind bikes going uphill - provided cyclists cycle safely and stay to the left as much as possible.	<p>Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>

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David	Kettles	No	If the proposed changes are temporary and only for the reasons proposed "to provide more space"... "for social distancing" then the proposal appears to be a total waste of ratepayers money. The reduced social contact that will result from these changes is so small that it should be considered negligible in the overall scheme of social contact within the city; especially in view of the genuine risk of community transmission of COVID-19. However, I would support the proposal if it was permanent. The current 2 lane layout for uphill traffic only caters for those that perceive some need to race past those traveling at the speed limit in the left hand lane, thus creating a dangerous merging of traffic when there is a return to one lane near the top. A permanent move to one uphill lane by removing the "racing lane" would be an excellent idea and this may allow provision of cycling lanes on both sides of the road.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
ailsa	campbell	No	Please do not remove all the car parks on Brooklyn Road – but in particular the ones from the Renouf Centre to the entrance of Central Park – on both sides of the road. I often park here to walk the dog in Central Park. I realise that there is a dog exercise park at Tanera Park, but my dog is not interested in chasing a ball, he is an explorer. I also get exercise walking around Central Park (especially as it is on a hill) rather than throwing a ball for a dog to fetch. And I would say from the amount of other people I see walking their dogs in Central Park there are plenty of 'explorer' dogs. I also park on this stretch when visiting Wellington Central Vet, as it is very hard to get a car park closer. It would be incredible hard to get a car park anywhere else that is close enough to be able to carry sick animals to the vet. It seems unfair that one form of exercise (cycling) is being given priority over so many more that happen in that area. There is walking in Central Park, tennis at the Renouf Centre, Karate School, people accessing the sports field at the top of Thompsons Street and finally the playground within Central Park. This stretch of road is already very wide and this feel like a repeat of the Island Bay debacle, where a perfectly good piece of road has been ruined by the council. Removing these car parks will greatly impact my exercise options and enjoyment of Central Park.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Parking on Central Park side will remain providing some parking in the area. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Cecily	Thompson	No	I am concerned at the large loss of parking places. People in all age-groups use these to leave their cars and walk on into town. This creates a healthy opportunity to do manageable exercise and to buy goods from the shops along the way hence patronizing small businesses. Bike riders tend to be only a small slice of the general population. You surely cannot expect mothers of small children and older residents to ride bikes up and down the Brooklyn Hill! The traffic on the Brooklyn Hill already does cope with the occasional cyclist without bother for either. There is no need to restrict the activities of large numbers of residents to make it a bit easier for the handful of cyclists! Just remember, not everyone can ride a bike! All age groups must be considered. They all pay rates and do not deserve to be squeezed out by an active lobby group.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Alex	Gray	No	I am against the proposal because I believe closing the passing lane on this arterial route to 3 landfills is unnecessary as the cycle lane can be fitted in the existing road width. The total road width uphill from Nairn Street is about 16 metres. This is more than enough width for 3 traffic lanes and a 2 metre cycle lane. Also, there is no mention of how the 3 bus stops will be accommodated within the cycle lane. Bus stops and cycle lanes are a known safety hazard.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The bus stops will be moved toward the traffic lane clear of the cycle lane and provision made for bus patrons to cross the cycle lane.
Julia	Burgess	No		
Gregory	Crott	No	I strongly disagree with the WCC installing this pop up cycleway at rate payers expense. The proposal shows no evidence that this will improve safety for cyclists, for example, how many cyclists have been injured on the proposed pop area on Brooklyn road and over what period . There is no comparative data of the impact on vehicle traffic flow up Brooklyn hill as a consequence of what is proposed. There is no cost for this work to the rate payer provided and how this fits with other priorities for the WCC, ie wastewater pipes replacement. There is no evidence of increased cycles using this road for any period post Covid 19. There is no explanation on how a wider road will respond to Covid 19 social distancing given personal responsibility to do this.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe, to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
JJ	Janse	No	My only concern with this change is with regard to the removal of the parking spaces that are most often used to my knowledge by persons who work in the city/near the bottom of Brooklyn hill. If adequate alternative parking is not provided/indicated explicitly, I could see parking further into Brooklyn used more frequently by non-residents, with a ripple effect. This may make it an arduous task for residents to find adequate parking within proximity to their homes. As our street has often been used by contractors, freedom campers and non-residents for long term parking in the past, through experience it is unpleasant to have to walk 10+ minutes in our incline rich suburb during the harsh winter months between your vehicle and home.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe, to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enhances cycle safety by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. It is acknowledge that this may change parking behaviour in the area.

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David & Marg	Retter	No	Reducing vehicular lanes to create what will be an under-used cycle lane is a bad idea. Left lane up Brooklyn Rd is the slow lane for heavily-laden dump trucks; you will only succeed in slowing all traffic, including buses. Do not remove 140 car parks, are you mad! Where will tennis patrons park? If you really must waste ratepayers money put the cycle-way down through Central Park.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe, to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enhances cycle safety by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. It is acknowledge that this may change parking behaviour in the area. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Roanne	Steele	No	The proposed bikelane does not solve a safety issue. The safety issues on this route are 1. Victoria St south of Karo Dr including the intersection at Webb St 2. Merge area at bottom of Brooklyn Road 3. Intersection with Washington Ave 5. Ohiro Rd/Todman/Cleveland intersetion The proposed lane has issues with the way the council narrowed the road with islands as well as the bus stop by Bidwell St and Washington Ave as the buses are not able to leave the road fully causing cyclists to have to swerve into the traffic. Also I do not believe it is fair for the inhabitants of the council flats to lose this parking space, Many inhabitants of the flats are commercial drivers.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe, to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enhances cycle safety by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. It is acknowledge that this may change parking behaviour in the area. The scope of the proposal does not extend to the suggestions you make but these are areas that can be considered in future improvements in consultation with the community.
Shayne	Mcclure	No		

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Alan	Brian	No	There are a number of factors that I disagree with regarding TR99-20: The proposal claims that the need is in response to social distancing rules that apply due to Covid-19. - There is already a long standing education programme in place regarding respecting cyclists "bubble" of space that is respected by other road users. Introducing a temporary dedicated cycle lane will not provide any additional road safety benefit for cyclists. - Under Covid-19 driving conditions for non-cyclist road users have not changed - e.g. car drivers and their passengers are not all of a sudden driving around with windows open and sneezing and/or coughing out their windows. Where/what is the additional risk? - As a regular user of Brooklyn Hill there has not been an increase in bike numbers, not that this should be a factor as the reason for the proposal is highlighted as being in response to Covid-19 NOT additional road safety). - There may well be a higher number of cyclists using Ohiro Road to access Brooklyn and the city. Are they not equally at risk from the imagined dangers of Covid-19 from non cyclists? If this was the case then shouldn't pedestrians be banned from walking up and down the stretch of Ohiro Road from Aro Street to the top of Brooklyn Hill as it is difficult in places for pedestrians and cyclists to maintain a one metre separation and pedestrians ARE more likely to sneeze and cough into the open air. - the proposed change is advertised as temporary. What are the conditions from removing this and making good to pre-change conditions or is the intention not to return to pre-change conditions? All-in-all this proposal lacks credibility and is a waste of ratepayer funding. There are a number of significant projects that do need funding so let's put money into those areas and not waste time and money on a nonsensical temporary solution.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
lesley	regan	No	i enjoy a stroll round the northern end of central park where its not steep. It provides gentle exercise while i await knee surgery. Taking the carparks away will mean i can no longer enjoy this. Its a wide road - wide enough for all vehicles and there's never been problems with sharing the road on Brooklyn hill. the carparks are essential in this area - for people walking in the park, people walking to town, going to the tennis etc. If we're making room for bikes going downhill, they're always travelling pretty fast downhill at same speed as cars. It works fine as it is.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Parking on Central Park side will remain providing some parking in the area. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Kevin	Hackwell	No	Brooklyn Road is one of the widest roads in Wellington, and as a cyclist who has used this road regularly for over 20 years I believe that the Council is focusing on the wrong issue if it wants to improve safety for those cycling to and from the city from Brooklyn and the southern suburbs. The most dangerous part of the cycle to and from town is the section of Ohiro Road from the top of the hill (Bretby Crescent) to the corner of Ohiro Road and McKinley Crescent. This is a very narrow section of the arterial road which has heavy traffic volumes, including many heavy trucks and buses. Removing the parking on the eastern side of the Ohiro road from the top of the hill to McKinley Crescent would allow the installment of a cycle lane, and the widening of the present vehicle lanes. On the western side of this section from Bretby Crescent to the Cleveland/Todman street intersection should have the very old semi circular kerbside drain replaced by a standard kerb. This would allow vehicles to park much closer to the bank than they do at present. Both changes would do much more to improve cycling safety than the present proposal.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe, to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enhances cycle safety by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. It is acknowledge that this may change parking behaviour in the area. The scope of the proposal does not extend to the suggestions you make but these are areas that can be considered in future improvements in consultation with the community.
Ann	Chirayath	No	First of all , it's very ironic to see the reason for the change "giving more space for biking in response to Covid - 19 Social distancing guidelines". These guidelines should be followed in the CBD for the pedestrians where it gets crowded during the peak times and not for biking. How are people going to follow the social distancing in CBD without any markings for distancing. The Willis st to Brooklyn Road is wide enough for cars and bikes to go at the same time. I don't want to see what we have in other areas where driving is becoming dangerous with too narrow space for 4 wheelers. You should also consider more than cycles, these roads are used by wide trucks always going to the landfill. Please don't remove the Coupon Parking zones to make room for Cyclists. There are lots of people who walk to city by parking their cars in Coupon Parking. Council should encourage not just bikers but also those like me who walk to work daily. In my view point City Council should make the Coupon Parking area free of charge and encourage more people to walk to work and not take their car to city to reduce traffic congestion in the city.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists safe, to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enhances cycle safety by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. It is acknowledge that this may change parking behaviour in the area.
Ann	Chirayath	No	Hi I did submit my opinion earlier, would like to add this too for consideration. Is it possible to have a pedestrian crossing in Ohiro Rd to cross to Bidwill St to make life safer for the many children going to Wellington College. I would give priority to this than to the Bike lane.	This something that can be looked at in the future but is not part of this proposal

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Paul	Russ	No	I object strongly to providing council money (my rates) for projects to provide social distancing for bikes based on Covid-19 distancing. This complete waste of Council funds when there are more important projects to fund. For person to person virus transfer outside is very hard and on a bike the risk is even less likely, greater chance of winning the NZ Loto. Stop these feel good silly ideas and projects and get back to real issues and important infrastructure work	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing
Tilo	Vogt	No	doesn't need a cycle lane it would be a waste of rate payers money. It offers no protection against covid. It would cause more traffic holdups. More cars would be taken into city with reduced parking	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing
Catriona	Evensen	No	Hi, please don't remove all these parks at the bottom of Brooklyn Hill Road (from the tennis centre down) " I regularly drive in from the Hutt with my teenage daughters and walk into town for a look around the shops and eating out on the weekends. It seems unfair to take away so many car parks when there are so few in the city centre (and so many more have already been removed for cyclists). This area has easy access to the motoryway, which means less driving around " less emissions, plus we get lots of walking. If we could no longer park here and as there is not really any alternative as most other city edge streets are jammed with residential parking, we would not be able come into the city anymore. If we were to come in and pay for parking, it would limit our time and so would mean a loss of customers for the central city that I understand is already struggling from lack of business. I would also add " I meet a lady at an event a few months back who also parked in this area (we found it funny that we both liked parking there). She was a solo Mum and it meant she could drop her child at daycare, then continue in to get a park by Central Park (with a coupon parking ticket) and then walk to work. She had tried to do this by bus, but it was a nightmare of connections. She also commented that she could not afford to park in the city and enjoyed the walk in to work to clear her head (we discussed best routes into the city!).	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Parking on Central Park side will remain providing some parking in the area. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jane	Woods	No	What data has been provided That shows increase in bikes being used. The cost to benefits realisation of a temporary solution why is it temporary? If left hilltraffic lane replaced by cycle way will the bus stops be removed here? Covid means more buses needed as capacity restricted by reducing to one lane will impact traffic congestion.what types of transport allowed on cycle lane? I.e scooters? Is this a priority given the issue with sewerage pipes on Willis street? Cost to manage so far for this means council could have bought their own dedicated trucks to remove waste.ratepayers need more data on cost to benefit realisation for this proposed change.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Helen	Seddon	No	I have lived in Brooklyn for 35 years and I have never seen cyclists fighting for space on this wide road. Does WCC not heed the feeling of ratepayers that this council should stop all these silly frou-frou projects and get on with the big important ones? Is WCC incapable of making the big decisions? Do you have too Many staff trying to keep themselves busy dreaming up things that don't need to be done? This blatant waste of money is a kick in the teeth to ratepayers - many on reduced wages - having to face a rates increase. Put a sign at the bottom of the road requiring cyclists to keep a 2 metre distance. No cyclists today anyway. There are never many cyclists. I'm disgusted and disappointed by this proposal .	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
John	Fitzgerald	No	This proposal is an complete waste of time and money, although I do not see any costing for this project. The proposal is offered as a temporary response to the Covid-19 physical distancing rules and this is totally bogus. There are relatively few people riding bikes up the Brooklyn Hill, and I doubt many if any of those would ever come within 2m of another rider. This proposal looks to introduce a designated cycle lane by stealth. If the council really thinks it is important then have a public debate about it rather than hiding behind the pandemic. I am sure there must be more important work for council staff to do than installing a temporary cycle lane that will be obsolete in a few weeks ... unless the plan is that it will never be removed. Aiming to install the lane within the next three months suggests it has nothing to do with Covid-related physical distancing. This proposal seriously dents my confidence in this council to gauge the views of most Wellingtonians at this time. The proposal is dishonest.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Julie	Seevens	No	I am all for promoting the safety of cyclists in our city but I am against the mish-mash of cycle lanes that have been consistently popping up in our city with seemingly little thought on the impacts to other road users. In regards to the Brooklyn Road proposal I would like to make the following points: 1) Traffic will be severely impacted by the removal of the passing lane. Truck movements, already at several hundred a day are set to increase substantially with the Wellington Water projects set to begin this year. 2) Removal of the passing lane will increase dangerous risks taken by motorists stuck behind slow moving vehicles, eg. trucks/buses. We can say this is not good driving, but it is what will happen. 3) The removal of 139 car parks is inconsiderate to Brooklyn Road residents and their visitors - we are already losing far too many car parks in this city, we don't need to lose more for the occasional cyclist. 3) If bollards are used to block off the cycle lane, how will road sweepers clean the road? This will likely cause cyclists to remain on the main traffic lane. 4) The proposal does not do anything to help with the "pinch points" on Brooklyn Road. 5) The width of the cycle lane is unnecessarily large. I am concerned that e-cyclists feel they should be able to pass slower cyclists - whilst still in a cycle lane! This makes no sense, why would you take away a passing lane for the vast majority of road users and install a cycle lane wide enough to be a double lane to enable cyclists to pass each other. This sort of behaviour only helps inflame the "us and them" mentality between cyclists and motorists. It does nothing to enhance well-being for other road users. 6) The proposal will also impede emergency vehicles access up the hill, particularly in rush hour traffic. Please have a look at the Brooklyn Chat page on Facebook - there has been lengthy discussion on this issue with some	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community.
Graham	Ashworth	No	Have you gone completely mad? How does social distancing in an outdoor recreational activity limit the spread of Covid-19 when there is no community transfer. This is a total waste of ratepayers money	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Geoff	Nicholls	No		
Roy	Percival	No	I am concerned that removing the left lane on Brooklyn Road will increase risk of collision for vehicles turning left out of Nairn and Bidwill Streets. At certain times of day turning left out of these streets requires waiting for long periods however with separate right lane available southbound Brooklyn Road vehicles may move to right lane to avoid collision with vehicles from side roads. I regularly turn left out of Nairn and Bidwill Streets and would have to wait for a much longer gap in traffic to safely turn left into a single lane. Other left turning drivers would be less patient risking an increase in near-miss incidents if not collisions. If proposal did result in more cyclistAs these would add to the collision risk. However steepness of route suggests few additional cyclists would take advantage of temporary cycle lane.	With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The ability of motorists to turn left from side streets is not expected to be more difficult and will be considered in the detailed design.

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Mark	Dommett	No	The level of cycle traffic utilising this stretch of road does not warrant the disruption and cost that this would incur. The proposal that this is in response to social distancing is incorrect as it is highly probable that the social distancing will have ended by the time this is place. In addition there is no time limit on this "temporary" measure and I would only support it if there was a defined limit.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Michael	O'Neil	No	Temporary Traffic Resolution TR99-20 should be rejected for the following reasons: 1) the connection to Covid - 19 social distancing guidelines is tenuous. Unless cycle lanes are more than 2 metres wide cyclists passing each other are not able to observe distancing recommendations 2) the removal of the passing lane from the Substation to Rogers Corner will lead to a tailback of traffic behind heavy trucks heading up Brooklyn Hill on their way to the Southern Landfill. This will lead to vehicles crossing into the down hill lane to execute a passing maneuver with increase risk of accidents 3) the removal of coupon parking spaces will force those parkers into adjacent streets putting increased pressure on residential parking areas 4) the road narrows above Rogers Corner with limited space for the proposed cycle lane bringing uphill and downhill traffic closer together with increased risk of accident 5) the removal of parking spaces reduces parking spaces available to those living apartments at the bottom of Brooklyn hill 6) the removal of parking spaces reduces parking available to those wanting to use the Central Park play area 7) the number of cyclists relative the number of motorised vehicles using this road is too low to warrant the proposed change 8) the number of cyclists is not enough to create a social distancing problem 9) the proportion of the day that cyclists will use this cycle lane is small 10) there is no set date specified for its removal and reinstatement of the current lane arrangement 11) there is an existing viable alternative which is to use the sealed pathway through Central Park with no competition with motorised vehicles and no cost to establish.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Sue	Devereux	No	As a long time Brooklyn/Mornington resident I travel up and down Brooklyn Rd very frequently. Brooklyn Rd is also the main major connecting route from the City to Brooklyn, Kingston, the South Coast and Owhiro Bay including being the main route of access to the Wellington and CD Landfill site. It is also the main bus route to all the above areas. There is high and diverse traffic use of Brooklyn Rd. Currently the Eastern side of Brooklyn Rd (uphill traffic) provides for this wide variety of traffic and the high traffic flow by having a 'slow' passing lane and a wide flowing view up the majority of the road. The overall width of the road (in both directions) currently allows for slower traffic and bikes to stay safely to the left when it's necessary to let other traffic pass which, along with the passing lane, enhances this process to happen and thus avoids causing frustration and dangerous maneuvers. From the crudely set out plan that has been put forward by WCC, the creation of a bike lane would "take away this ability of the traffic to find it's own flow" narrow the overall width of road useable by motorised traffic "increase the potential for accidents due to frustration of drivers" as well as severely reducing the number of parks available to users of Central Park and the Tennis Centre or visiting the businesses at the northern end of the Rd. There are also a large number of people who wish to avoid taking their car into the Centre of town but live just a bit too far away to walk the whole distance and do not have bikes so they park on Brooklyn Road and walk into town. The availability of these parks encourages fitness as well as assisting to reduce the vehicle congestion in the central city. The reduced parking would also seem to reduce a revenue stream to the WCC. It is very unclear how this bike lane measure will, in any way, assist with meeting social	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Parking on Central Park side will remain providing some parking in the area. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Helen	Muir	No	I object to this proposal for the following reasons: 1) A huge volume of traffic travels up Brooklyn hill daily, including buses and large trucks. I know this because I can view Brooklyn hill from my house. With this proposal I believe traffic will be snarled up from Victoria st affecting those wanting to turn into Brooklyn Road because they will be forced to travel behind not only the often stopping buses but also the huge slow trucks heading for the tip. 2) Removing the car parks will deter those not wanting to take public transport at this time to park in residential streets instead, thus making it more difficult for residents. 3) Removing car parks disadvantages families who want to access Central Park play ground and pathways for recreation. 4) It is too narrow further up Brooklyn hill to accommodate both bikes and vehicles, especially large trucks. This could force said large trucks into path of traffic coming down. 5) the number of cyclists is not enough to create a social distancing problem 6) the proportion of the day that cyclists will use this cycle lane is small 7) there is no set date specified for its removal and re-instatement of the current lane arrangement	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking on Central Park side will remain providing some parking in the area. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Chris	Rawson	No	I strenuously oppose the proposed changes to Brooklyn Road's traffic pattern. Removing the passing lane from the uphill side of Brooklyn Road will cause severe traffic congestion on this road due to the inability to pass slow vehicles (particularly the high influx of trucks hauling sewage waste), not being able to pass vehicles turning onto side roads into Newtown, and not being able to pass buses stopped in their bays. It's highly likely that this artificially-induced traffic chokepoint will back traffic up all the way to the Willis Street traffic lights and beyond. The stated intended benefit of this road change is enabling social distancing for bicyclists travelling on this road. I submit that this is a nonsensical reason to introduce these changes, for several reasons. First, the existing traffic volume of bicyclists travelling on this road in no way supports the argument that bicyclists are in danger of contracting COVID-19 from one another; even at the times of day when traffic volumes are highest, there are at most 3 to 4 bicycles on the entire length of this road at any given time. Second, even if there were high volumes of bicycle traffic on this road (which, I reiterate, there are not), there is already ample space on the road to support social distancing for cyclists, especially if they don't try to pass one another up the hill. Third, the stated intended benefit of the road alteration - providing social distancing for bicyclists during COVID-19 - has now proven completely unnecessary due to the country's swift and successful response to the crisis. There are now zero active cases of COVID-19 on the entire lower North Island, and there has been no evidence of community transmission in the entirety of New Zealand for over a month. The only way that the virus could once again get out of control in this country is if our very strict border control measures somehow fail - something that is vanishingly	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Mike	Tweed	No	I would like to take issue with the purpose for thE proposed change. Given the low prevalence of CV19 in wellington, the distance between bikes, the limited time bikes overtake, and that low chance that someone who is symptomatic would be on a bike, this is not a valid reason. I suspect that cyclists will spend longer in close proximtry at traffic lights, although i do not believe there is a significant risk there. Whether i agree with the outcome of the change or not is irrelevant as the reason for the change as proposed cannot be justified.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Mike	Tweed	No	Further to my last comment, please can the council provide the public health advice which has lead to this being the reason for the proposal. I have not seen any public health advice along these lines regarding physical distancing. If bikes overtaking is a risk, then i fear there are many more numerous examples not on Brooklyn Road.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Jakob	Paul	No		

Brooklyn Road - TR99-20

Donald	Gillies	No	The proposal relating to covid 19 social distancing on a bike is disengenious at best. Bikes should ride single breast at all times. To remove the lane for traffic going up hill is nonsensical in that currently because of Wallace Street works the route Brooklyn Road followed by Owhiro road is one of three main routes from the southern part of Wellington. Also the up hill south bound lanes serve the heaviest traffic in inner Wellington with trucks constantly travelling to two land fills in the Owhiro Bay area. On bike count the money used is disproportionate to the out come. What about an uphill right arrow at the lights Todman Owhiro road interconnection. Like Porirua City Wellington has a huge infrastructure under ground problem with its services. Suggest the money is better spent there or saved for a rainy day that's been coming to Wellington infrastructure for some time.Suggest replacing services under the street instead of painting lines on the street.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Chris	Wills	No	I support safe cycling but not this proposal due to it's negative impact on pretty much every user of that road sue to: Reduces pedestrian safety given pedestrian islands will need to be removed noting a lot of school kids have to cross that road. Removal of passing lane will cause bottle neck of traffic back into the city as large lorries crawl up the hill with no way for other traffic to pass including emergency vehicles - Brooklyn Fire Brigade are up and down that road multiple times a day, buses timetables will be impacted. Safe egress in and out of garages, driveways and off street parks will be lost. 139 car parks lost?! Noting a lot of these are used by vulnerable members of our community who live in the Council housing and others whose timetables or location don't suit bus timetables. Where do downhill cyclists go? Not all are safe to hoon down that hill at car speed. I have had many close calls as inexperienced cyclists have judged cornering wrong and only see this plan increasing safety risks. Please review this!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking on Central Park side will remain providing some parking in the area. Down hill cycling tends faster and has the ability to maintain speeds consistent with vehicle traffic meaning it causes less delay. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Brenda	Speak	No	1. The removal of 139 parking spaces that are used by workers who have limited parking in the city already adds stress to the already terrible limited parking around Brooklyn itself. It also limits parking for those users of Central Park especially families using the play area. 2. The amount of heavy vehicles that use this route to the tip slows traffic and therefore makes the second lane a necessity. Especially at peak times when there is also an increases in buses. 3.I cannot accept that the unnecessary expense of this project gains us anything in benefits especially given that when it is undertaken, 3 months from now Covid-19 social distancing will be relaxed.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking on Central Park side will remain providing some parking in the area. These Covid-19-related street changes are temporary and will be implemented quickly if approved by Council.
Fergus	Smith	No	- Brooklyn road is quite a wide road, and therefore there is currently very little interference between vehicular and cycle traffic as it is. Spending money on putting in a cycle lane is simply spending money on a problem that doesn't really exist. - An	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Janeen	Gillies	No	As Covid 19 levels are as little as four weeks away from decreasing to alert Level 1 this proposal appears to be on the wrong side of necessity and equates to a complete overreaction at a wrong time. If as I suspect our young green councillors wish to make such a change then why posit this as a temporary measure. Disingenuous springs to mind. Currently the car parks to be affected by the proposal offer more value to all the citizenry of Wellington and are a legitimate legal use of the spaces. There are other possibilities for cyclists which would benefit the wider community by perhaps looking at the currently underused and dangerous (to women) main track in Central Park. Not all ratepayers are so able bodied as to use the "Temporary" bike lanes proposed. Stick to your core business and leave the hill alone. Try fixing the mess that Island Bay currently is, a suburb wide bus hub!	While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Parking on Central Park side will remain providing some parking in the area.

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Sandra	Preston	No	These changes seem unnecessary in response to COVID social distancing requirements, and the reasoning for it unclear. There is already a lot of space for cyclists coming and up and down the hill - please clarify how they need space and what more space they need, and from whom? This is not clear from the proposal. From who is the social distancing meant to be happening from - other cyclists or pedestrians? That's unclear. Please clarify so I can understand how this proposal is meant to be helping keep cyclists safe. Removing the parking on one side of Ohiro road at the bottom of the hill will be problematic - a lot of residents from the Council housing park there and they will most likely swap to park to the other side of the Ohiro Road, lessening parks for commuters and central park users. How will these impacts be managed? I often park at the bottom of the Brooklyn Hill on weekday afternoons and weekends and then walk into town, and am concerned the parking will become limited for me to do this. It says that if approved, the proposal will be installed within the next 3 months - the steady and consistent drop in NZ COVID cases suggests that within the next 3 months, social distancing requirements will reduce, so if this is going to be implemented (which I don't support), then it needs to be implemented pretty quickly within that 3 months, or otherwise what's the point of doing it? At peak times, it is busy driving up the Brooklyn Hill, and there are a number of buses frequently coming up the hill. The removal of the left uphill traffic lane at peak times will mean motorists won't be able to pass or go around the buses who go slower up the hill and stop at the bus stop near Bidwill street. This will lead to traffic building up and flow on traffic congestion probably right down to the Willis street traffic lights. Similarly, when cars turn left into Bidwill street of Ohiro	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking on Central Park side will remain providing some parking in the area. These Covid-19-related street changes are temporary and will be implemented quickly if approved by Council.
Ritchie	Stephen	No	I feel that this proposal will seriously disrupt the heavy traffic on Brooklyn Road. If the relatively few cyclists feel that they need a "safe-zone" let them use the Central Park, which, in my experience, over the past 40+ years, is practically uninhabited for 99% of the time. This would entail no cost to my Ratepayers' dollar, unlike the proposed disruption.	With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.

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Shannon	Gillies	No	<p>I am appalled at how Southern is treated by Wellington City Council. We barely have functioning street lights. Our footpaths were last updated when? Your road markings are at best to say, limited. Our public transport was so recently wrecked to the point I have no faith in using it if in need to get somewhere on time and you WCC were so missing in the role of advocate when Wellington Regional Council decided to kill the transport we did have available. You roll poo trucks through Southern without giving residents a rebate for the odours of the city you insist on them smelling and you offer Brooklyn residents no compensation for the heavy trucks you expect them to take so the city can access an aging landfill. Let us not get started on the fact that after several "Green" councils we still do not have a functioning recycle centre unless of course you count a depot for waste collection before waste is shipped off to be burnt in a far flung country and so we can say we are green. Your move to wipe out carparks in Brooklyn is despicable. Those car parks you are taking out are just one of the very few alternatives to Wilson Carparks in the town centre. If your aim is to provide more money for the shareholders of Wilson Carparks than you could not be clearer in your goal. Residents of Brooklyn who live in the hill areas can not rely on the adhoc public transport system so people use that area to park in so they can walk to their jobs in the city. I use it so I can access employment and then stay in late in town to perform as an artist. I can not rely on the public transport system to get me home safely and nor do I feel safe about walking home late at night in your dimly lit parks or roadways. A woman was recently stabbed in Central Park. Maybe you could do something about the lighting in there. The car parks are also used by the tennis centre who hold local and national events, the judo club</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p>

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Nick	Woodward	No	Thank you for the opportunity to provide feedback. My vote is a "No do not implement these changes". In no particular order: 1.The road is currently wide enough with suitable visibility for both cyclists and drivers to safely co-exist. The only two tight spots are on the top corner of Brooklyn Road where it meets Ohiro Road (the end of the proposed change) and the bus stop prior to this corner due to the traffic island on the road. The proposed change does not resolve these issues. 2.The dual-lane road is very important to traffic flow as there are a number of trucks and buses that are extremely slow when heading up hill. I have been in full buses that are painfully slow stopping at every stop when heading up hill. The bus stop outside of the substation before the current dual-lane begins always sees traffic coming to a stop queued up behind and eventually slowly pulling away where it takes over a minute to get to 20 km/hr. Same performance for trucks, particularly those carting rubble away from construction sites, and the Dawson's tank trucks. 3.Also due to the incline of the road, scooters have a hard time making it up the hill. Some riders will be across basically in the gutter from the bottom of the hill heading South, up to where the dual-lane begins. They do this out of courtesy and safety. Neither of these are safe or should be required. 4.Impeded traffic on Brooklyn Road heading South has a ripple effect all the way back into town, up Victoria Street, Webb Street, and delays heading to Te Aro Valley where the problem compounds. This impedence particularly for Victoria Street not only worsens the ability for rush-hour traffic to leave the CBD via State Highway 1, but also traffic entering town by blocking the intersection around Victoria and State Highway 1. 5.With the current situation of vehicles having such varied performance when heading up hill, should	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Atalie	Colman	No	I actually neither agree or disagree as we have not been provided with enough information. Points as follows: 1) need to ensure safety of school students crossing road near Bidwell St intersection. 2)Will there be enough room for cars to pass buses at stops? 3)How much money will it cost? 4)Why is it even necessary - this part of the road is not an area where cyclists vs cars seems to much of an issue. 5) if above points are adequately addressed then I would likely be in favour of the proposal	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. Detail design will address how the bus stops work but space will be provided outside the cycle lane. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Vlad	Barbalich	No	I feel this is a total waste of money particularly during a financial crisis. The WCC would be better using its balance sheet to support business in Wellington. For example, a rates holiday along with free parking in the CBD to encourage people to shoo and spend money. There is absolutely no reason a cycle lane is required. It will create traffic congestion, which in turn creates impacts on productivity. Nothing has been learnt from the Island Bay disaster or the Victoria St redevelopment!. Both total failures financially and in design. There are smarter solutions	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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John	Dawson	No	There is no justification for the proposed work : NZ is moving towards Level 1 and Level 0 where social distancing will not be required. The current arrangements for cyclists on Brooklyn Hill allow for adequate social distancing. The proposal will restrict further the efficient flow of traffic on Brooklyn Road. There is no confidence that the arrangement proposed will be temporary. The \$ investment required could be put to much better use on other city infrastructure that has a much higher priority. There is no demand evidence that this investment is required and that there is a justifiable cost / benefit rationale for this investment.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jonathan	Bayliss	No	This is an absolutely stupid proposal. Obviously there is no intention of it being temporary. It can't be anything to do with covid 19 social distancing because that requirement is almost over now and will be fully over by the time this is implemented. It is stated that this is to help allow cyclists to achieve the correct level of social distancing. From Whom? there are no footpaths on the uphill side of the hill, so it can only refer to other cyclists. The answer is "Don't ride together". The Brooklyn hill is already a difficult road to drive, with the large amount of slow heavy vehicles going to the tip as well as the buses. The passing lane between Nairn St and Bidwell St is vital to prevent transit times stretching out even further. Once the road is reduced to one lane, there will be no opportunity to get past buses either traveling slowly, or stopped at the bus stops The sharp curve at Roger's corner is already a choke point as long vehicles traveling downhill swing across two lanes now. To take more roadway away will have a negative impact on downhill traffic as well as uphill. I am a regular user of the coupon parks and the loss of these will kill my leisure activities in the CBD. inormally drive to the Brooklyn hill, park and walk from there. Why not take the bus? Because the service is too unreliable and too expensive. I used to be a regular bus commuter, but have been driven into a car by the poor service. When will councillors wake up to the fact that Wellington is probably the worst city for cycling in the country, both geographically, and climactic? We should be concentrating on clearing up the menace these people are on our roads, rather than pandering to them. Only last Sunday a large tailback of vehicles was caused in Ohiro Rd by a cyclist trying to re-string his chain while sitting in the middle of the (only) lane. It was quite obvious by his behaviour, and that of his	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Philippa	Boardman	No	Brooklyn Road is wide enough for the few cyclists especially during the winter months who may use this area and it will only cause congestion for traffic and the busy bus route if the road is narrowed. Bus stops would become an added problem in accessibility for passengers boarding or exiting buses. WCC has already ruined another nice wide road with a botched cycle way, that being the Island Bay Parade, so I would hate to see another decent sized road in Wellington spoiled by favouring a cycle way. Crawford Road and Constable St. is another example where the road has become far too narrow for traffic to travel freely. Brooklyn Road proposed cycle way is described as a temporary pop up one. If the money is spent out on road changes it would soon become permanent so a definite No to the idea from me. Please don't spoil yet another road and waste rate payers' money. It would make the road very dangerous and as it stands there are many large trucks using it to go to the tip and there have been past fatalities on Washington Ave. e.g. At least one cyclist and a runner so it would not make sense to congest this busy access by making it more narrow. It is given for "Covid distancing" as the reason for this pop up proposal. Now that this Covid event we are experiencing is diminishing and there should not be many more new cases, this should not be necessary at all. It is a wide road and cars coming out or into Bidwell st. from Brooklyn Road would endanger cyclists within a cycle way. The same applies at Washington Ave. hill intersection access. Coupon parking should not be removed as car parks are at a premium currently and essential to residents. And I'd imagine they are good revenue for the WCC.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Detailed design will ensure motorists have a safe entry and exit from Washington Ave.
stuart	lawrie	No	This will not improve biker safety but will increase road and traffic issues around the brooklyn community area	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Anthony	Beckett	No	I would have liked to be able to have a third option to the above question. I agree on having more cycle lanes throughout the greater Wellington area, however I think that a pop up (assuming temporary) cycle lane will cause confusion and therefore aggression and unsafe behaviours from both cyclist and motorists.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Gerard	Guthrie	No	I am all in favour of well-used recreational bike paths (eg. around the southern bays), but why waste more money on under-utilized commuter bikeways (eg. Island Bay, Constable Street)? Hills, weather and sweat make biking to work unpleasant. The claim that these changes (and my comments refer to all of them) are related to COVID-19 are silly given the implementation schedule. If you want to get cars off the road, spend the money on improving bus services. If you actually are serious about health, spend the money on our failing sewage pipelines.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to recreational paths but this is something that can be considered in the future in consultation with the community.
Michael	Priston	No	I am a cyclist and a motorist. I have biked up and down Brooklyn Hill Road. It would have been beneficial to know how many motor vehicles and cyclists use this section of road. It would also be beneficial to know the number of crashes involving cyclists and the severity of injuries sustained by cyclists. It has been suggested that the proposed temporary (highly unlikely to be temporary) change is required to provide more space for biking in response to Covid-19 social distancing guidelines - this reasoning is absurd. The basis to the change is about improved safety for cyclists (as outlined) and getting more people on bikes. The proposed change relates to ascending Brooklyn Hill Road. Brooklyn Hill Road has a maximum speed limit of 50kph. Numerous laden trucks grind their way daily up Brooklyn Hill Road to the Happy Valley tip. The cost of the proposed temporary traffic resolution to provide more space for biking in response to Covid-19 social distancing is a solution where there appears to be no cyclist safety problem. Cyclist are currently able to safely travel up Brooklyn Hill Road. Closing the left lane is going to make a significant impact to motorists ability to travel up Brooklyn Hill. I suspect that if the left lane were to be 'temporarily' closed there is likely to be head on motor vehicle crashes as a result of motorists electing (primarily out of frustration) to pass slow moving motor vehicles (very likely to be a slow moving truck or scooter/moped). Potential motor vehicle crashes are likely to result in serious injuries (and possibly deaths) due to the speed of motor vehicles descending Brooklyn Hill Road and limited room to avoid the crash. The median strip that extends between the northern Brooklyn Hill Road entrance to Central Park and the Renouf Tennis Centre should be made more narrow (the centre line should be aligned closer	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The proposed changes These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Gareth	Poulter	No	This is the stupidest idea I've ever seen. How about you spend some money fixing the fucking pipes? We're a month at worst from Level 1 and you want to slow all traffic up Brooklyn Hill for no gain. A) there are almost no bikes, B) buses will stop across the bike lane in 4 places - how is that safe? C) the buses accelerate poorly up the hill at all times, it's what the second lane is for - to pass the buses chugging up the hill at 20kph after pulling away from the substation bus stop. You won't even implement a 'temporary' fix until 2 months after we have no restrictions. Seriously? You'll never take it out, and you know you won't. In the middle of a pandemic, and a huge financial crisis, this is what you want to waste money on? If this passes I'll stand in the next election on a ticket of just firing every single one of you.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Christie	Chan	No	I find it is unnecessary to make a temporary bike lane for social distancing. There are bikers but not as significant number of them to make a special lane to keep social distancing. We can't just look at one side and go ahead the plan like this, this change will actually cause a lot of problem for people like me working near by and park car there and also lots of truck is driving through and this will cause more traffic problems due to smaller lane. There are lots of families and people going to park and for karate and tennis etc removing over 130 parking space will make these people difficult to find parking space. This plan isn't a good one all around and going to be temporary is it really worth spending the money on something like this? To be honest it's not really worth in long term and even more waste of money for short term social distancing. There are only small limited number of people biking. This won't make more people biking to work either. Just create more inconvenience for a lot of people. Times like this I am sure there will be better place to spare money for. Thank you.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Aneesha	Budhia	No		
Joan	Barbalich	No	I have been driving this route for 30 years on various times of the day and night, and very seldom see cyclists on this route. I totally object to these proposed changes. I have read the proposal and I support a public meeting.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Nick	Barbalich	No	I am a cyclist but I do not support the proposal, as I do not believe there is sufficient bike traffic for this proposal. I support a public meeting.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Chris	Ewers	No	I am a regular cyclist - I commute regularly into town on weekdays and ride up Brooklyn Hill on the way home. I have been doing this for 20 years. I also ride for recreation in the weekends and early weekday mornings with a club, so use Brooklyn Hill frequently. My thinking about the needs for this lane is that it is not necessarily to remove all the carparks and a passing lane to achieve a safe cycling lane. The road is wide enough for a standard size cycle lane to be included. The only improvement that needs to be made is the removal of the four raised pedestrian islands from the left hand side of the road on the way up the hill (located outside the council flats, outside the substation, by Bidwell St, and by Washington Ave intersection). These four traffic islands force cyclist out unnecessarily close to traffic - it gets quite hairy when buses and trucks come up behind you at the same time. I believe that if you take these four islands out (perhaps paint them instead), then you have enough of a safe space for the cycle lane that you don't need to remove the parks or the passing lane. Also, the risk of car doors opening is lower when cycling uphill as you are going slower. Happy to chat about this if you need further discussion - I've ridden this hill several thousand times!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. . These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
andronicos	economous	No	I totally object to the said proposed changes.It will penalize indirectly citizens lively-hood	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Sonia	Ogier	No	I have read the proposal and I do Not support the changes. I would attend a public meeting. The coupon parks are an important way of being able to travel by car to town without having to park in the city centre. In my mind they help reduce traffic congestion in town by providing an alternative to driving and parking in the city. I have cycled up the hill and never found it an issue to adjust my distance between other bike users or in fact parked cars or moving cars... just like when I drive I can 'maintain social distance' by adjusting my speed. So the logic that we need a temporary cycle lane to support social distancing just doesn't make sense to me. This proposal has a distinct feel of using Covid as a cover for policy changes not related to Covid and I disagree with using democracy like this.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. . These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Grant	Young	No	Strongly disagree to these pop up changes when we have ZERO cases of Covid in Wellington. I am an avid cyclist and don't need stupid wider cycle lanes and footpaths when the current roads and footpaths are perfectly adequate when used with some commonsense. Spend WCC time & money on issues that will help business & individuals keep jobs not pander to the paranoid who can't walk/ride past someone for 2 seconds without fear.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Baha	Mabruk	No		
Howard	Symmes	No	I am against this proposal for the following reasons: 1. I am a cyclist and use this road. I also drive a car. 2. The Main reason given for proposing the change states "To provide more space for biking in response to Covid19 social distancing guidelines. With the new Level 2 this statement is now wrong and disingenuous. This is a way of making a "temporary and unnecessary cycleway" permanent by Stealth. The planner is taking lessons from the Chinese. 3. Brooklyn Hill Road is a wide road and was originally built to take trams. 4. Because of its lane width and the wide berm / painted lines on the right up hill sweeper and further on, there is already reasonable distancing between traffic and cyclists 5. I am concerned this Temporary cycle Lane will become permanent 6. The vocal minority would have us believe this cycleway is necessary for safety(not mentioned in the proposal statement). and social distancing. 7. The loss of 139 car parks in the Nairn St flats area. Where will these cars / taxi drivers go. 8. Getting rid of the left uphill lane used by trucks and buses will only add to congestion by further slowing traffic flow down. 9. It will become even harder to turn right out of Washington Avenue due to a continuous line of slow moving traffic that will become worse with this proposal. 10. WCC is cash strapped and has large infrastructure costs looming. Consequent large rate rises are probable. 11. Judging by the ill conceived and very expensive Island Bay cycleway going nowhere, I have little belief that this proposal will be any different. 12. This is an easy feel good proposal with no real benefit even for cyclists. 13. Uphill congestion will increase due to traffic being held up by slower moving trucks and buses. Alternative:. There is already effectively a paved cycleway up to opposite the Washington Av intersection which I generally use, which goes up	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Mark	Sherlock	No		
Johnny	Curtis	No		
Helen	McDonald	No	Brooklyn hill has dozens of trucks going up it every day - Monday to Friday and Saturday morning. They are often very large and filled with construction waste and dirt - therefore slow. Some of them have two trailers. They often go up the hill in a very	With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Kathryn	Rush	No	slow trucks need that lane. many trucks go up brooklyn hill.	With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.

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andy	economous	No	I oppose the proposed changes as a proper evaluation has not been permitted due to wcc short notification. The wcc cannot arbitrarily have the right to remove my ability to earn my income and then demand that I pay for the privilege through rates. Shame on you wcc	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed.
Tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable. Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed.
tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable. Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed.
Beth	Condon	No	It is a crazy & bad idea to propose popup cycle lanes anywhere in Wellington especially in Brooklyn, where the roads are; very narrow, uphill & reduced to one lane anyway, because of parked cars on one or both sides of each road. Many people won't want to take the bus because of the increased risk of germs, so car use will be more, than pre Covid, especially during winter. With many people working from home, the suburbs are experiencing more car use not less. Please do not spend taxpayers money on this stupid idea.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Chloe	Oldfield	No	The removal of 139 parking spaces will eliminate the ability for residents of Brooklyn Road to park safely near our properties. I live near Central Park and I would not feel safe needing to walk a significant distance past the park at various hours in order to reach my car. I am concerned for my own safety as well as my vehicle, given the considerable number of violent incidents reported in Central Park. There are very few parking spaces on the western side of Brooklyn Road and therefore a number of residents will not be able to park on our street, this will force us to park in neighboring coupon parking areas, putting more strain on surrounding areas. I am also opposed to this proposal as it doesn't appear that the Council's intentions are genuine. The reason for the change is stated as "to provide more space for biking in response to COVID-19 social distancing guidelines". However, the proposal states that, if approved, the installation wouldn't happen for another 3 months. The Prime Minister has indicated that we will move to alert level 1 prior to the end of June, where no social distancing is required. It therefore stands to reason that the Council's efforts to increase social distancing for bikers is not warranted. We also did not receive notification of this proposal until halfway through the consultation period. For such a significant change to our area, a longer consultation period is required to garner more public feedback on this proposal.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Janet	Foster	No	Waste of money for the amount of cyclists that use the road. Brooklyn Rd is wide enough for cyclists and with winter coming how many will be using the roads. How about do the numbers first of how many cyclists use the roads over a 2 week period before rushing in and wasting more of rate payers \$\$\$\$\$. Spend it on fixing what's broken first before penalising motorists and residents by taking away their parking facilities. Biking is not for everyone.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
John	Taripo	No	I oppose this action as there is limited parking available as is	The removal of car parks is required to provide the necessary space to implement the project.
Marina	Stevenson	No	Tired of the council catering to the cycling group, send our rates on things that will make a difference to the majority. Just sick of council pandering.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Peter and Mo	Luxford	No	We object to the proposed changes to Brooklyn Road to install an uphill cycle lane. The removal of 139 parking spaces will seriously inconvenience visitors to Central Park and to the Tennis Centre as well as residents living beyond the Washington Avenue intersection. The removal of the kerbside lane (in part) will seriously impact on the traffic flow up Brooklyn Road given the large volume of slow vehicles such as trucks and buses. It seems disingenuous to suggest that the reason this change is proposed is to provide more space for biking in response to Covid-19 social distancing guidelines. At present there seems to be no definite scientific conclusion as to the likelihood of transmission of the virus between cyclists in the outdoors although it seems to be accepted that it is much less likely than between persons indoors. We submit that this slight possibility of reducing the transmission of the virus between cyclists is far outweighed by the serious disadvantages this proposed change would cause to other road users. It is not acceptable to label this proposed change as "temporary" without stating how long it will be in force and therefore how long it will seriously inconvenience other road users. It is stated that the proposed change will result in improved safety for cyclists but this will be at the expense of reduced safety to other road users and we ask what weight has been given to that factor? For example, an impatient motorist might be tempted to attempt to pass a slow moving vehicle (or vehicles) by moving into the northbound lane thereby endangering both themselves and other road users. Additional information requested 1. Please supply a copy of the parking survey carried out in relation to the proposed deletion of car parks. 2. Please supply a copy of the safety audit and any previous safety information that Council has under the current road	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Laura	Mulqueen.	No	This will greatly effect the residents parking	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Cayley	Coughlin	No	We need more parks in that area. A bike lane would not help congestion in that area especially if lane at the top of Brooklyn hill is removed.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Raewyn	Leticia	No	A resident for over 50 years and Brooklyn Road will be a disaster like Island Bay. You have the double decker buses. huge trucks going to tip which are very frequent coming up from Webb Street which already is a tight squeeze coming from the lights. The intersections like Bidwell and Washington Ave . Lack of parking for people who walk to walk after parking car near Central Park. Once you get to top of Brooklyn Road and Ohiro traffic coming up, you then have a bus stop on both sides and where do cyclists go then heading into village. It is one of the nicest approaches to Brooklyn and Kingston and Mornington and Kowhai Park. there will be accidents and also traffic will be slowed down. I am against it for many reasons. Raewyn	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Chris	Richards	No	I think taking that amount of parks away from a social housing development, just before the onset of winter is really unfair. Then with the reservoir project and the thousands and thousands of trucks that will be using Brooklyn road removing the passing line will add so much congestion to the hill. This doesn't take into account the already busy stream of landfill trucks making the journey too. I understand the need for a bike lane up to Brooklyn, but this is not the time nor place to do it. Rather creating one up through central park is a far more smart and logical idea, and bypasses the two bus stops and two turn offs that a bike lane would have to cut through (this would be dangerous as well, bike lines through bus stops are a terribly poor idea).	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Mila	Dymnikova	No	I support the cycle lanes for Brooklyn, but they should stop at Washington Avenue. There are houses between Washington Avenue and Ohiro Rd which frequently use the street parking on Brooklyn Hill Rd. Cyclist and Motorist should share the road between Washington Avenue and Ohiro Rd - a lot of motorist or cyclists go through Washington Avenue already to by pass slow traffic or cyclists. I hope this is helpful. I'm in support in WCC trying out alternatives for commuting. Good luck!	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. There are advantages for cycle safety to take the cycle lane as far up the hill as possible.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Kelly	Gray	No	Cyclists tend to cause far more issues when they are given something like a cycle way. They say the cycle ways are not maintained and they choose to ride in the car lane causing traffic to slow. They also refuse to obey the traffic laws and not signal when turning or give way to motor vehicles. They take their own life i their hands when the ignore the safe option. The cars should have room. Taking away any further toad means cars cannot provide the safety of 2m distance the cyclists demand	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The cycleway has been design with materials that will enable the lane to maintained. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Christine	Morgan	No	Removing of the double lanes will cause huge traffic congestion due to that being the main route to the the THREE landfills in Wellington. The removal of car parks seems ridiculous it is already hard enough to for parking. There is a reserve directly across the road, why not use the funds to widen the footpath and or cross through the reserve. This providing a safe passage for bike riders with out affecting the traffic and pedestrians	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Your suggestion of a widened footpath can not be looked at when options are explored in the future with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Alun	Rei	No	Once again there is sufficient space provided for cyclists, the council has made the road dangerous in a couple of places by putting in traffic islands and moving road markings. This is a vital vehicle route that has been compromised already and should not be slowed further for the sake of just a few road users.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Christina	Billing	No	As a Kilbirnie resident, cyclist and Green and Labour voter I ABSOLUTELY DEPLORE YOU for suggesting these completely unnecessary changes which are both expensive and hazardous to our community!!! The current cycle lanes imposed on Rongotai Road are NOT USED and are a complete HAZARD to drivers and cyclists!!! I am afraid to use them as a cyclist and afraid of killing someone as a driver! Not to mention this is the WORST USE of taxpayer money in the area when our sewers are bursting every second week and the Council cannot contain the sewerage in Lyall Bay!! The Kilbirnie community functions very well without further cycle lanes and you have obviously not studied the impacts of current cycle lanes on driving restrictions and their actual usage or you would not be proposing such ludicrous ideas!!!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The cycleway has been design with materials that will enable the lane to maintained. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Nik	Artemiev	No	Waste of good money - we don't need it because the country is almost at Covid alert level 1	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The cycleway has been design with materials that will enable the lane to maintained. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Neil	Dodgson	No	I cycle this route home from work every day. There is already sufficient space for safe over-taking. There is no need to remove the parking spaces to make this ride safe and the benefits of removing the parking spaces do not justify the loss of so many spaces. Where this route is dangerous is in the corner at the top of Brooklyn hill, where the road narrows to go round the corner into Ohiro Road. Improvement there would be most welcome. I also note that there are several places up the hill where there are pedestrian reserves that jut out into the parking lane. Is the intention to remove these? If not, the proposal makes no sense as cyclists will need to swerve out of the proposed cycle lane into the stream of traffic and then back into the proposed lane to avoid each of these protrusions.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The scope of the proposal does not extend to Ohiro Road but this is something that can be considered in the future in consultation with the community.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Janita	O'Connor-Morgan	No	I believe removing the car parks and passing lane is a terrible idea. I'm all for supporting a safe and environmentally friendly community but this particular proposal I don't agree with. Parking is already hard enough. And that passing lane is so crucial as it is one of the main routes to the three landfills in the city and also a main bus route. Imagine being stuck behind fully loaded trucks and buses. I believe by removing the passing lane it will add to more congestion in the city Especially during busy times. Not to mention the potential frustration Caused, leading to (potential) poor decisions from motorist, leading to (Potential) accidents/road rage. I do not believe adding a cycle lane will attract many more cyclist to get them out of public transport as that hill is STEP! Only fit and healthy committed Strong cyclist would cycle that route!	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Jamie	Thompson	No	<p>This is a terrible idea, and will affect so many people – I for one walk through Central Park from Brooklyn and then get picked up at the entrance several times a week (and sometimes I do it in reverse). My partner will have to stop in the cycle lane as there is no alternative. Also, there are getting less and less places for cars to stop in an emergency (eg there is a bee in your car). On motorways they generally have shoulders – but less cities streets are having this option which is dangerous. I'm not saying every street has to have them, but we need some. I often see trucks and busses stopped in this area as there are few places they can do so. This piece of road is so wide already there is no need for this proposal and as a frequent walker in this area, I have not seen an increase in cyclists – more walkers than anything else.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking on Central Park side will remain providing some parking in the area. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Elizabeth	Carson	No	<p>These proposals are another example of where our City Council is spending all of their energy and funding. It's clearly a backdoor way for the Council to implement "temporary" changes which will ultimately become permanent. As a long term rate payer I am distressed and appalled at how the City Council has been managed over these last five years and am fed up with the focus being on cyclists (who are in the great minority) and not on the wider issues we are facing - busted water pipes, earthquake strengthening projects that are languishing due to bureaucratic fallout, increasing congestion at pinch points around Wellington (especially the Basin Reserve and Kilbirnie Park/Evans Bay), the unconsented Concrete Crushing Plant on Kaiwharawhara Point, an Events Centre which has been continually delayed with infighting and egos and the lack of progress with supporting local business and our local economy and poor road/footpath conditions. Notwithstanding our Government funding for major roadworks has been allocated to other councils as we can't make any decisions. I am a huge supporter of being healthy and ride a bike myself. I am not, however, a huge supporter of spending millions on unnecessary bike paths that are never used or policed (Hutt Road is a shining example of how we've spent millions, affected businesses and still have to battle with cyclists on the road!). I am not a supporter in anyway of creating more cycle ways until such time as our other major projects are addressed. It is a continual frustration to see buildings closed down for years (Old Town Hall, Gordon Wilson Building, Library - the list goes on!) and no one can make a decision. It's all infighting and appealing to the minority's wishes. We have so many more issues than whether our cyclists can get to work! With winter looming - there will be less cyclists and pedestrians. We don't</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Bruce	Welsh	No	Again the loss of parking is an issue. Also the two lanes are very useful for safety for slow trucks going up the hill to allow cars to pass. Also the top end stopping at Ohiro Rd means cyclists have to still negotiate a narrow and steep section of road with traffic.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. There is not enough road space to extend the cycle lane further without physical changes which is outside the scope of this proposed temporary scheme.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Michael	Hirst	No	Make cyclists buy registrations & have a license plate if they want to have same rules which are never enforced(seen plenty running stop signs & red lights but want to be legal road user come on now) & makes everything fairer & I think would calm everyone down	
Adam	Glover	No	Having read the proposal. It is stated the proposed changes for Brooklyn Hill are only temporary and in response to Covid-19 and the need for social distancing. With this in mind I think this will be a complete and utter waste of time and money. I am commenting from both the view of a motorist and cyclist. Do cyclists really need social distancing ? I don't think so. The passing lane on Brooklyn hill needs to stay. It was installed many years ago for a reason and is needed to help maintain a good flow for the up hill traffic. The question on the removal of the parking spaces. These are well used. I personally use them when I want to visit the city for less then two hours. If they go. I will be less inclined to go into the city. Another point with winter. There will probably be a decline in the number of cyclists cycling on Brooklyn Hill. Tonight on my drive home at 450pm I didn't see any.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Michele	Morris-Denize	No	This is another bright idea of the council- this goes down like a lead balloon-no thought has been made for the safety of ratepayers. The Island Bay cyclist lanes have made traffic movement virtually impossible. It's dangerous, in that there is reduced traffic room. We have stopped shopping where there is a dangerous road marking - re cycle lane Originally we used to live in Island Bay - we moved away - the suburb changed We love shopping in Kilbirnie near Evans Bay, Miramar & Brooklyn that is still our base. No more cycle lanes it costs the ratepayers money!!! now exiting Covid	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. The project is also co funded by NZTA as Covid response projects to support mode choice and physical distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Ian	Picken	No	The change is identified as temporary, but there does not appear a mechanism to change it back once it is not required. Before confirming the change, there should be an agreed stage at which the measures can be reverted back as they are. Otherwise this will be seen as a permanent change being sold under false pretences. There should be no further consultation or approval required to revert the changes to their original layout.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Lynette	Simpson	No	Please don't do it. Parking is so important for business that needs our support at this time.	There is expected to be minimal impact on businesses along this route. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. There is parking in the general area but with the removal of some parking residents may need to park further afield.
Lucy	Sykes	No	Stop wasting time and money on unnecessary crap. You need to think about how many people will benefit from the proposed changes (the 15 people who cycle this route every day) versus those who will be negatively impacted (the hundreds of drivers). You need to focus on productivity and income generation for the greater group, not the whims of the 15 who might decide to cycle today, if the weather isn't too bad (but given it's almost winter, that's not many people). Of course, you're screwing mothers again too. She can't put their two kids in the back of their bike to get them to and from daycare before she hotfoots it to work to try to find a suitable hot desk that hasn't been taken already by the non primary caregivers in her organisation. And the women doing caregiver duties helping out elderly parents and parents in law can hardly put them in the back of a bike to go and get their groceries together. Just stop wasting our rates on stupid work that doesn't benefit the majority of ratepayers. You have too many other things you NEED to spend the money on. Like water and wastewater infrastructure. And I don't care if NZTA would fund a good chunk of these works. They are pointless and counterproductive.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. The project is also co funded by NZTA as Covid response projects to support mode choice and physical distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Michael	Butler	No	Since going to level 2 the number of cycles has decreased dramatically. On my walk on Sunday for 2 hours I saw only 2 cycles where during levels 3 and 4 there was 1 every couple of minutes. These changes are not needed and will create chaos as there is nowhere else to park vehicles.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>The removal of car parks is required to provide the necessary space to implement the project. While there is parking in the general area with the removal of some parking residents may need to park further afield.</p>
John	Olver	No	There are no physical distancing requirements in level 1 of the Covid levels. Therefore the objectives of this proposal are no longer required as by the time this is implemented they will no longer be needed. Also there are no end dates for these changes which are required if, as the proposal suggests, they are temporary. Also the benefits of the proposal have not been quantified in any way or supported by any research. Also no mention has been made of any mitigation of the loss of parking for the local communities.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The removal of car parks is required to provide the necessary space to implement the project. While there is parking in the general area, with the removal of some parking, residents may need to park further afield.</p>
Peter	Skrzynski	No	Spurious reasoning of social distancing when the area is highly unlikely to have a large number of cyclists at any one time. Parking restrictions will have a major impact on local residents and visitors. No clarity on how "temporary" the proposal is.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The removal of car parks is required to provide the necessary space to implement the project. While there is parking in the general area, with the removal of some parking, residents may need to park further afield.</p>

Brooklyn Road - TR99-20

Lisa	De Gregorio	No	This is a wide road with enough room for traffic and cyclists. It's a huge waste of our rate payers money when council should be focusing resources on greater community benefits eg the public library. Pop up cycle lane?? Come on!! Look at the horrendous mess the council made on the parade in island bay. If you want to spend money on cycle lanes why don't you fix that one by reinstating the original design of the parade. No more stupid cycle lanes PLEASE!!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Alan	Comer	No	pop up means temporary, why spend money in hard times non temporary stuff, save the money, lower rates	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
patricia	Cooney	No		
Peter	Flowers	No		With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.
Matt	Haigh	No	Hi, it's hard to see how the costs of this proposal, both in terms of dollars to implement and the loss of well-used carparks, could be outweighed by its benefits. The parks are used by visitors to central park and commuters who walk into the city. The benefit seems to be more box ticking for the distancing guidelines than having any real impact on the likelihood of anyone contracting covid-19.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.</p>
Bruce	Diggle	No	Brooklyn Hill up cycling is carried out on Wellingtons widest road. Down cycling is carried out at excessive speeds particularly the crossing to Bidwell St even in road wet conditions. The uphill section Aro Street via Ohiro Road is an alteratnive seldom used.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to the suggestions you make but this is an idea that can be considered in future improvements in consultation with the community.

Brooklyn Road - TR99-20

Tony	Collins	No	Is it really warranted?! Whats WCC real driver? Whats the number of cyclists affected? On all my daily trips up/down Brooklyn Road Hill and additionally even Victoria Street I've never seen a cyclist. Is the lane necessary 24/7? (are you really). Plus by the time the proposal is implemented we could/should be out of level 2 and possibly into level 1. How long to uninstall the roading/parking affected by the proposal? Also NZ Road code requires 1.5m when passing plus the occupant are in a closed/windows up vehicle (its winter). And it takes 2-3 seconds to pass - not even enough time for a breath. Citizens get closer when walking on the footpath and in supermarkets. Fix our water pipes first! (and sewage system).	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Bernadette	Delaney	No		
Alex	Wong	No		
Tommy	Seevens	No	Well if cyclists want to be green the cycle lane won't help as it will slow cars down which will make more exhaust fumes.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jill & Tony	Freshwater	No	No! No! No! 1. I refer you to the shambles and protests that is Island Bay Parade. 2. Victoria St from Vivian to Abel Smith Sts. Stop wasting our extortionate rates.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Julie	Stevens	No	Not against cycle lanes, but are against the way they are being put in all over the city without proper thought to the repercussions. There are various alternatives to the proposal and I would like to see these all investigated before one is put in on Brooklyn Road. Consideration needs to be given to ALL road users, not just one minority subset.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to looking at alternatives but these can be considered in future improvements in consultation with the community.
Brad & Jill	Tattersfield Bowring	No	This is a solution in search of a problem. We are cyclists and we generally support steps that aim to improve cycle safety. But this stretch of road is already wide and safe for all road users. Cyclists use it now without risk of Covid exposure - there is plenty of separation to other parts of the city. But installing a dedicated cycle lane would greatly inconvenience other road users who get stuck behind the heavy traffic from buses and trucks heading for the landfill.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>

Brooklyn Road - TR99-20

Sandra Margaret	Thorpe Shilling	No	These changes are not necessary as there is sufficient room for all.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Wingon Patrick	Chang Kelly	No	<p>This cycleway is not necessary during Covid-19. I have not witnessed any substantial increase in cycle use in these areas. There has been more cycle activity from Ashton Fitchett Drive up to the wind turbine. This proposal is another waste of tax payer monies - put it inot infrastructure.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Alan	de Jardine	No	There are not enough bikes using Brooklyn Road to warrant putting in a bike lane. The money could be better used elsewhere. An alternative (cheaper and less intrusive) could be to put a bike track through the park as only minimal gradient changes would be necessary.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to looking at alternatives but these can be considered in future improvements in consultation with the community.</p>
William	Bond	No	I do not support this proposal because I think it will disproportionately disadvantage the far greater number of motorists on the Brooklyn Hill relative to the far smaller number of cyclists.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Michael	Gould	No	Car traffic uphill would be congested.	<p>With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.</p>

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Richard	Lomas	No	Absolutely positively disagree with proposed changes to Brooklyn Hill Road. The road does not require a dedicated cycle lane as it is sufficiently wide enough to allow effective flow of all manner of transport including cyclists who ought be aware that they are on the road free of user charges and should ride at their own risk!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Sue	Birdsall	No	I am both a cyclist and a motorist. I regularly cycle up the Brooklyn Hill. I have never felt the need for waht is beign proposed with the exception of perhaps removing the carparks opposite the vet clinic.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Denise & Mar	Mendra	No	Hell no.	
Joan	Christoferell	No	I have seen the effects on other suburbs and how dangerous it has made it for other forms of transport. ALSO I see a lot of cyclists using the road when they have their own lanes. I also object to my rates monies being used on these idiotic schemes. Brooklyn road is wide enough to give cyclists a very wide berth.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

Brooklyn Road - TR99-20

Leigh	Mathers	No	I do not want to lose parking on Brooklyn Hill!	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p> <p>The removal of car parks is required to provide the necessary space to implement the project. While there is parking in the general area, with the removal of some parking, residents may need to park further afield.</p>
Don	Fraser	No	I am sick and tired of our council spending considerable amounts of rates money on 10% of the population, while letting the important infrastructure deteriorate (which is their reason for being there).	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p>
Tania	O'Connor	No	Put a bike trail through Central Park. It is so unsafe plus look at the debacle in Island Bay. Spend \$\$\$ on an overbridge on Ohiro Road to keep ALL our community safer.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to looking at alternatives but these can be considered in future improvements in consultation with the community.</p>
Russell	Cockburn	No	I consider this to be a huge waste of time and money. I am also very concerned that it will cause significant delays and bottlenecks because of the significant numbers of trucks trawling up Brooklyn Hill on the way to the landfill. I am concerned that this temporary move will become permanent and create more of a traffic bottleneck on the hill.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The removal of the uphill lane is expected to have minimal impact on traffic. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p>

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Maria	McDonald	No	Removing parking spaces, even temporarily, will only compound parking issues. WCC has many costs at the moment and this does not seem to be a wise use of funds. I have not observed any traffic (including cycles and motor vehicle) issues to warrant a change in road layout.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Wendy	Cockburn	No	We use Brooklyn Road frequently and very rarely see cyclists. However we do see the number of trucks and buses that use the road and delay traffic. Cyclists only need social distance from each other not other transport. Strongly disagree with designated cycle lanes on Brooklyn Road.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
John	Barrett	No	Sick of cycle lanes already screwed Island Bay, lets not have a repeat in Brooklyn.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Sosaia	Mesui	No	Don't like bikes! I find fat old men in spandex yuck!	
Greg	Smith	No	1. What is the point spending all this money for a 'temporary' bike lane? 2. We've been driving the road for more than 10 years and seldom see bicycles! 3. A little late of an effort to accommodate Covid lock-down and distancing! 4. The two lanes going up the hill are needed for cars to pass slow trucks and slow drivers 5. Spend the money building a bi-directional bike lane through the park!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to looking at alternatives but these can be considered in future improvements in consultation with the community.
Lawrence	Farrington	No		

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Iain	Boyd	No	This is an unnecessary expense! It will cause unnecessary disruption to a main city route - both during construction and subsequently. To use Covid-19 as a reason for making the changes is disingenuous to say the least! To suggest the changes will be temporary is very misleading. Once installed it will be expensive to remove - another unnecessary expense!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The removal of the uphill lane is expected to have minimal impact on traffic. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Neil	Dodgson	No	I cycle this route home from work. It is already plenty wide enough for safe over-taking. The proposed work does not justify the removal of so many parking spaces. It does not address the dangerous parts of the hill which are where the hillside forces cyclists out into the main car lane.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Ashley	Forrest	No	Covid-19 is an excuse for a pop-up bike lane - this won't be permanent rather once the population get used to it the Council will make it permanent. There have been no deaths on the roads and this Council would be better placed to spend our money on water issues rather than a cycle lane that at best would have 20 people use it per day. The Council is motivated to get cars out of the city and more cycles lanes that is all.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The removal of the uphill lane is expected to have minimal impact on traffic. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Steve	Naismith	No		
Sharon	Wollaston	No	I travel up and down Brooklyn Road at rush hour, there is no problem accommodating cyclists on the road. Given the lack of issue, there is no reason to lose 139 car parks. Many people drive Brooklyn Road, coupon park and walk into the city. Losing the car parks will likely lead to more congestion and less exercise. There does not appear to be an increase in cyclists since Covid-19. The proposal creates a problem by removing coupon parks to address a non-issue. It may lead to greater pressure on the bus network from people who previously drove, then walked, having to take the bus or drive right into town. The proposals need to be better thought through and evidence-based.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Keith	McGavin	No	Diminishes current facilities for motorists in favour of a comparatively few cyclists.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Paula/Julie	Poi/Chan	No	What do you mean by temporary? Don't use Covid-19 as an excuse! Bikers don't obey riding rules anyway riding side by side, on footpath. Not good idea taking off those coupon parking as some use those park when we go to work!! Pauline is visually impaired and had a few times been nearly knocked down because the bikers do not slow down. Its not all about the bikers - consider the pedestrians and the poor drivers if the bikers don't adhere to the rules!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Aaron	Ruck	No	This has been rushed through under the guise of Covid-19 without adequate consultation there will be serious negative consequences to removing the passing lane and 139 car parks. A one way cycle lane created in winter will not outway the negative impacts.	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.

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Yvonne	Ashworth	No	I am concerned that the cycleway will become permanent. Covid-19 social distancing guidelines may be reduced obviating the need for the cycleway. There will also be disruption while the cycleway is installed and a loss of income for the Council by removal of coupon parking spaces	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Jan	Lowrie	No	No to cycle lane up Brooklyn hill. Widen the footpath for uphill cyclists.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not extend to looking at alternatives but these can be considered in future improvements in consultation with the community.
Erin	Daldry	No	This looks like a solution looking for a problem. There is ample room to ride up Brooklyn Hill. The social distancing requirements will be less by the time this is put into place. Then all you would have done is inconvenience motorists stuck behind buses and cars and wasted money that could better be used on cycleways elsewhere, eg on the straight part of Ohiro Road/Happy Valley.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Alois	Mayer	No	It is already overloaded by heavy traffic to the Council tip starting at 4am and a cycleway will make it even more overloaded. Have a look at Island Bays disaster. Note: Going downhill on Brooklyn Road often cyclists hurtle past motor vehicles on both sides risking injury to themselves and motorists.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Lisa	Baker	No	I am a cyclist and ride this route at least 5 times per week. The roads are big and side and do not require a cycle lane. I strongly discourage this proposed change. It is not necessary. Its a waste of money. It will mess up a good road and system. This is a ridiculous response to Covid-19 social distancing needs. By the time money and resources have been wasted, we will have eliminated the virus.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Jan/Graeme	Gould/Carnell	No	This is completely the WRONG TIME for this proposal. A great deal of the 139 coupon parking spaces are needed for night time parking for the Social Housing in Brooklyn Road. As many of the residents in the Social Housing complexes have already lost their jobs, they need cars to access employment. And, as public transport is still awkward and time consuming. Do not do this now! Suggestion that this proposal is deferred for 12 months	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Henal	Chavda	No	Car parks are an essential for all motorists. We would prefer that all money be spent on improving the economy for the country.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Penny	Dalton	No	I don't believe the cost outweighs the benefits of a cycleway. There are more trucks/buses going up Brooklyn Hill which will hold up traffic if there is no passing lane, rather than cyclists going up the hill to warrent a cycle lane.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclist/pedestrian safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The removal of the uphill lane is expected to have minimal impact on traffic.
Aurlin	De Asis	No	I think the current set up of Brooklyn Road is fine as it is. I am not aware of any issues from cyclists about the space. And I don't think rearranging the layout of the road is going to entice more people to start cycling, on the other hand, residents with cars will lose parking spaces. Please WCC just find a more urgent problem to solve.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Chris	Dudfield	No	Stop misappropriating rate payers money! The proponents of this ill conceived, ridiculous proposal need to reassess their position and priorities. We need to know the ratio of bicycles to vehicular traffic and properly assess the situation. Rather than accommodate the political motives of 'green' councillors, we need to prioritise urban infrastructure and ensure that our roadways can maintain smooth traffic flows for the low emission vehicles of the future.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
George	Fairbairn	No	inot it is defined as a 'temporary traffic resolution' - as such how long will it last, and will it then automatically after an undefined time become a permanent cycle lane? inote from the diagram and the marked sections that the proposed cycle lane will pass through the parking bays on the west side of the road whereas the narrative only refers to the cycle lane being on the east side. With it being stated that this proposal will remove 139 coupon parking spaces, this therefore assumes that the parking spaces on the west side disappear? If the parking spaces on the western side of the road are removed, any parking space for people who wish to visit Central Park and/or have access to the play area within the park is limited, resulting in people with young children in particular and elderly ratepayer, no longer being able to enjoy this facility with relatively easy access from the limited parking available. While the width of Brooklyn Road in the middle section does provide better access for cyclists there are significant choke points at the start of Brooklyn Road adjacent to the entry to Berkley Dallard Apartments, and also at the corner where Brooklyn Road meets with Ohiro Road. With the excessive heavy transport using Brooklyn Road, together with the bus usage on this route, space for cyclists is minimal and by establishing a cycle lane, the safety of all road users at each of these points is compromised. Even currently there is an on-going problem for all road users where the lanes heading south converge on Brooklyn Road immediately opposite the Veterinary premises. By creating a cycle lane will only make safety at this point extremely extremely hazardous. No evidence is given of the number of cyclists who use this road on a regular basis. As a resident of this area for many years the use of this uphill route by cyclist is not showing any marked	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking on Central Park side will remain providing some parking in the area. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Rebekah	Foley-Read	No	There are limited parking spaces as is. I think removing these parks will create congestion in already full residential areas. I also don't see how a cycle lane will assist with social distancing. Cyclist will still be in the same area with or without a lane.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The removal of car parks is required to provide the necessary space to implement the project. While there is parking in the general area, with the removal of some parking, residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Sven & Jenny	Grabow	No	Quite strongly against our taxes being used for it. Removing 139 parking spaces has some significant impacts. Firstly it will result in the shifting of all the vehicles into other parking places in town. This means that the already limited parking for workers will be reduced and 139 people will be facing monthly increased bills of \$250-\$300 if they have to pay for non-parking coupon spots. The public transport system problems, especially in relation to buses from Brooklyn into the town centre, have not been adequately enough resolved to make the removal of these spaces appropriate or timely. The second point is the removal of the lane will mean that cars will be unable to pass the slower vehicles and will back up to the traffic lights at the junction of Webb/Willis Street and Brooklyn Road. The impact may be felt further into the centre of Wellington. In my view these significant impacts for very little benefit and the cost-benefit analysis cannot be positive. I am generally supportive of improving the safety of cyclists, but being a long time user of this road at various times of the day I can confidently say that the volume of cyclists on this road does not warrant the expense that will be incurred in implementing it or the negative impact to other road users. Far more crucial would be other road safety initiatives that have been shelved for lack of funding e.g. the addition of pavements on Karepa Street where there are daily near misses between vehicle and between vehicles and pedestrians.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The removal of car parks is required to provide the necessary space to implement the project. While there is parking in the general area, with the removal of some parking, residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Jackie	Griffiths	No	The proposal is bad. The road especially the double lanes is heavily used - trucks, buses, mopeds, slow cars. Why not utilise other streets nearby for bicycles, ie Nairn Street or Thompson St. Otherwise the road will become very slow and driverws very frustrated - bad news for everyone.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The scope of the proposal does not look at other options but this is something that can be considered in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Gore	Griffiths	No	The proposal is flawed. Removing parking affects the residents (lower Brooklyn Road) - no parking = more cars parking further away. The double lane is extensively used by heavy and slow trucks, buses, motor bikes, cars and cyclists. Removing one lane is VERY DUMB. The top part of Brooklyn Road is narrow as is and puttng in a cycle lane reduces that gap further. How about a dedicated track through central park with use of other more residential roads to allow cyclists to ride.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The scope of the proposal does not look at other options but this is something that can be considered in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Janine	Gray	No	I don't believe a cycle lane is necessary. There is only one spot which I consider a little dangerous for cyclists and that is the corner just before Washington Ave. This could be fixed by new lane markings.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Emma	Headland	No	My opinion is that the proposed cycle lane on Brooklyn Hill is a total waste of money. It is being suggested to start in 3 month for 'social distancing' reasons - there will be no social distancing in 3 months. Also if the council is desparate for more cycle lanes (which would appear to be the case) then go through Central Park.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scheme will be implemented as soon as possible if approved by The Council. The scope of the proposal does not extend to looking at alternatives but these can be considered in future improvements in consultation with the community.
Christine	Hogan	No	Creating a cycle lane in the left lane going up Brooklyn would be of no benfit at all. Tehre are alot of heavy trucks, trailers, buses and private vehicles use that route because of the tip. These vehicles w=use that left hand lane to stop congestion. Reconfiguring that lane to a cycle lane would cause traffic to slow and possibly dangerous driving to avoid the heavy vehicles.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Erin	Humphrey	No	This is not necessary as a temporary fix for Covid-19, the timeframe for a temporary fix and the following installation of the lane will not be concurrent. Other than Covid-19 - is there a problem with the current plan? I see no issue with the current cyclist situation, there is not many cyclists, there is less cyclists in winter, and the people who do cycle are at the same Covid risk as people walking on the street. The car park removal would impact the residents at the council housing across from the main entrance to Central Park, there is a lot of taxi drivers that live there. There is also a lot of children and family members who park along the opposite side for karate and tennis at the weekend, if this is taken up by residents children may be potentially at risk crossing roads for after school classes or the play park. The exclusive lane for cyclists will impact road users who are impatient behind trucks going up the hill and may risk safety in attempting to pass these. What I see is the biggest issue is the number of trucks and buses going up and down the road and them having to navigate across a cyclists path, on their slow or regular stopping journey. These vehicles already travel in the left lane and leave room for cyclists - if there is no left lane and no where to move past these vehicles it may possibly be riskier for a cyclist as big traffic or cars weave around them. If a cycleway is needed, think it through properly and not introduce it as a temp measure (and never remove it) or mess up the road for a very temporary time. Allocate the spend towards something that doesn't make WCC look like they are late to the party for planning a covid response, or are playing with the cycle lane obsessions all over again.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The removal of car parks is required to provide the necessary space to implement the project. While there is parking in the general area, with the removal of some parking, residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Andrew	Isbister	No	What a utterly stupid waste of money. I bike that hill a lot and to suggest bikes are congested and in need of more space for 'physical distancing' is absurd.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Leah	Kendall	No	Feel already sufficient space for cyclists. Traffic impact with number of slow buses & trucks going up Brooklyn Hill.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Kathryn	Lawrie	No	The removal of parking spaces will adversely affect more people than this will benefit and the removal of the passing lane will be dangerous as this is a busy stretch of road with lots of heavy trucks going to the landfill.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The scope of the proposal does not look at other options but this is something that can be considered in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Adrien	Legge	No	Totally unnecessary expense - the road is already wide enough for no danger to cyclists.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Claire/Jonath	Massey/Levy	No	The left uphill traffic lane on Brooklyn Road is essential for the significant flow of trucks going to the landfill and buses. Both need space so that ordinary traffic can pass and not cause further blockages. The cost of making such a change (for what is likely to benefit a small number of cyclists only) cannot be supported at a time when the city is facing far greater issues and priorities, ie sewage and the water system).	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Anita	Morar	No		

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David	Marsh	No	What a ridiculous plan. Especially when the road is wide enough for anyone to bike on the road and people to walk on the footpath. This is just another attempt to ruin a decent road with a cycle way. Using social-distancing as an excuse for this is weak. Very few people walk up or down that hill and if they do they go through Central Park avoidign cars and cyclists. Leave the road alone.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The scope of the proposal does not look at other options but this is something that can be considered in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Ken	Mathers	No	This feels liek Covid being used to fast track an unnecessary project. Once it is there, it will never get removed. The loss of parking is of great concern to me.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project gives people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The scheme will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Simone	Morgan	No	This is a stupid idea! Trucks struggle enough through Brooklyn and Ohiro Road. Please don't do this!!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project gives people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Sonia	Ogier	No	The coupon parks are an important way of being able to travel by car to town without having to park in the city centre. I have cycled up the hill and never found it an issue to adjust my distance between other bike users or in fact parked cars or moving cars.. just like when I drive I can 'maintain social distance' by adjusting my speed. So the logic that we need a temporary cycle lane to support social distancing just doesn't make sense to me. This proposal has a distinct feel of using Covid as a cover for policy changes not related to Covid and I disagree with using democracy like this.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project gives people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Ross	Palmer	No	Very few cyclists go up or down the Brooklyn Hill two abreast and if they do then it is not a big imposition on them to say they should go single file and at least two meters apart (they should be doing that for normal road safety anyway). If the proposal went ahead then major road congestion issues will arise on the uphill lane, especially during the day with the slow trucks with heavy loads going to the dump. Removing the car parks on the downhill side seems an extreme measure for what is really a non-issue - cyclists can go single file, as most do at the moment. I see this proposal as a cynical step to the introduction of a permanent cycleway which will ruin another good Wellington road. I am not against cycling but we all must play our part on the safe use of roads and one small set of users should not get special, expensive privileges. Overall I see this as a waste of money and Council time when there are much more pressing issues to address such as improving the sewage and water systems in the City.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Carolyn & Jodie	Bullen	No	Don't see the need of it. There is a lot of traffic that comes up the hill. We have not noticed an influx of cyclists. Coming into the winter cannot imagine that is going to change. More people require the parks.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project gives people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Neil	Reid	No	This is a busy main arterial route which has many trucks and service vehicles including buses using it. Heavy traffic uses the lefthand lane at low speed ratios to allow other traffic to pass. Without this lane all traffic will be slowed down creating bottlenecks all the way into town not only at peak hours but non-peak hours.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project gives people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Dave	Reynolds	No	What is the width of the proposed cycle lane? What is the volume of cycle traffic? Is it justified, where is the data? This stretch of road has a high volume of large trucks enroute to the landfill and is a public transport bus route to reduce its width most unwise.	The cycle lane is proposed to be 2m wide. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project gives people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride
Lauree	Rickard	No	With the number of buses and trucks going up the hill it will cause even more significant traffic issues. I witnessed over 30 cars parked on the side that will be removed - where will they park? Why doesn't Ohiro Road be used more for bikes. The road is too narrow at many points for bikes and there will be accidents.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While there is parking in the general area, with the removal of some parking, residents may need to park further afield. The scope of the proposal does not look at other options but this is something that can be considered in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Alex	Robertson	No	I have lived on Brooklyn for over 40 years and have never had any issues with cyclists/vehicles on Brooklyn Road. I think that this is a waste of ratepayers money for no benefit which could be used elsewhere to keep rates down. Covid-19 social distancing guidelines is inappropriate in these circumstances as I've never seen cyclists cycling together.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Peggy	Robertson	No	My reason is that rate-payer money should NOT be spent on 'temporary' cycle lanes to be constructed 'within the next 3 months' to provide more space for biking in response to Covid-19 social distancing guidelines' when social distancing guidelines should hopefully be ended in a few weeks time, and meantime, urgent water and sewage work is being postponed for lack of finance.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scheme will be implemented as soon as possible if approved by The Council.
Grant	Sidaway	No	The work that is proposed is unnecessary and wasteful of ratepayers funds. there is plenty of width in the existing road layout. The reason given by the council for doing the work 'to provide better separation for cyclists due to Covid-19' is ridiculous! I	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Ian	Sutton	No	I cycle a lot and have cycled up Brooklyn Hill for many years and I don't see the problem. In most places there is already ample room. This project feels like a 'solution looking for a problem' but there is no problem here. I also park at the bottom of Brooklyn Hill a lot (several times a week) and go into town for meetings etc. Removing a lot of parks there will create a problem, as will removing the passing lane due to there often being slow trucks going up the hill (eg to the tip). I strongly oppose this project and I am a cyclist!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While there is parking in the general area, with the removal of some parking, residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Graham	Taylor	No	What a farcical plan. I look down on the Brooklyn Hill. Very few bicycles ever travel up the hill whereas dozens of trucks crawl up on the route to the landfill or cleanfil. Removing the slow lane will really affect reasonable traffic flow. Cancel this plan.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jean	Thompson	No	Bikes are not really suitable for all age groups. People of all ages can and do park on Brooklyn Road and walk to town. There are many more motorists than cyclists. All need to co-operate not choosing one over the other. In Oxford, UK, bikes, cars and buses all safely share the roads. It can be done!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Donald	Thompson	No	Flimsy argument for the need as there will be very few bikes, especially in winter. Bikes can and already do safely share this road with cars. Distancing rules most probably will be over before the change is made. We often park and walk to the city from the lost parks but no longer will be able to.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scheme will be implemented as soon as possible if approved by The Council.
Tim	Thapola	No	We do not have a garage or off-street parking where we live on Todman Street. It is already incredible difficult getting a space that is free by our home. As non-residents of the street fill up our carparks to use the bus this proposal would have a direct and negative impact on our ability to park near our home.	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield.
Johan	Wisse	No	I believe this to be a total waste of time and money. In less than 3 months there will be no social distancing. Alternatively it would be better option to go through central Park. And this option could then be made permanent.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The scope of the proposal does not look at other options but this is something that can be considered in the future in consultation with the community. The scheme will be implemented as soon as possible if approved by The Council.

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Andrew	Witham	No	Another waste of money. Haven't you lot learnt from the Island Bay debarcle? Non-essential - waste of tax/ratepayers money. Its too hilly, cold and windy for cycling in Wellington - give it up!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Kerry	Keegan	No	The money would be better spent on infrastructure, ie water/sewage and getting our central library back in operation.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Erin	Humphrey	No	I confirm I HAVE read the proposal.I DO NOT support the proposed changes. When Covid-19 allows I WOULD NOT like a public meeting. Comment This is not necessary as a temporary fix for covid19, the timeframe for a temporary fix and the following installation of the lane will not be concurrent.Other than Covid 19 - is there a problem with the current plan? I see no issue with the current cyclist situation, there is not many cyclists, there is less cyclists in winter, and the people who do cycle are at the same covid risk as people walking on the street. The car park removal would impact the residents at the council housing across from the main entrance to Central Park, there is a lot of taxi drivers that live there. There is also a lot of children and family members who park along the opposite side for karate and tennis at the weekend, if this is taken up by residents children may be potentially at risk crossing roads for after school classes or the play park.The exclusive lane for cyclists will impact road users who are impatient behind trucks going up the hill and may risk safety in attempting to pasAs these. What I see is the biggest issue is the number of trucks and buses going up and down the road and them having to navigate across a cyclists path, on their slow or regular stopping journey. These vehicles already travel in the left lane and leave room for cyclists - if there is no left lane and no where to move past these vehicles it may possibly be be riskier for a cyclist as big traffic or cars weave around them. If a cycleway is needed, think it through properly and not introduce it as a temp measure (and never remove it) or mess up the road for a very temporary time.Allocate the spend towards something that doesn't make WCC look like they are late to the party for planning a covid response, or are playing with their cyclelane obsession all over again.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking will be retained outside Central Park. While there is parking in the general area, with the removal of some parking, residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Travis	Perera	No	The on street parking around the residential part of lower Brooklyn road (council flats area, north of Central Park) is already very limited, particularly in the evenings. Removing the parking from one side of the road will lead to major parking difficulties for the residents in this area, more so in the evenings. If the solution is to park further away, this will necessitate walking some distance for most, which at night will not be safe given the history of physical and verbal abuse in this area. I therefore strongly object to the temporary cycle lane in this area. If a temporary cycle lane is absolutely necessary, it would be safer and more prudent to commence it south of Renouf Tennis Centre, after the Nairn st intersection, avoiding the most populated areas. Also, the letter detailing the proposed changes arrived just five business days prior to the close of feedback submissions. This has not allowed sufficient time for those who will be affected to voice their concerns. Similarly a written letter will not suffice to educate the majority of this areas tenants, due to the major demographic represented here. A public hearing would be much more effective if the council was wanting to have honest feedback about this proposal.	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking will be retained outside Central Park. While there is parking in the general area, with the removal of some parking, residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Steve	Luck	No	Make a decent path through the Park away from the traffic on a shorter cheaper route.	While other routes are a possibility in providing safe and convenient connections this scheme was chosen from a long list of projects that were considered and analysed using multi criteria analysis. Projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. It is not to say that your suggestion can not be looked at when options are explored in the future with the community.
Andrea	Skews	No	Stop pushing thru cycle ways without any public engagement with the local communities. These changes affect lives along with health and safety of our communities. Our streets are not wide enough for these proposals and this type of railroading through cycle lobby group's demands is completely unacceptable and impractical in a city with such narrow streets as Wellington.	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Paula	Reidy	No	There are much larger issues the Council should be spending taxpayer money on. Fix those urgent problems before worrying about cyclists. Let cyclists continue to ride as they are. It is up to them how they distance themselves.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Nicole	Prince	No	Lack of public consultation and WCC has a proven history of pushing through cycle lanes etc that are not wanted or needed, especially given many businesses are giving the directive to staff to continue to work from home to allow for social distancing in the work place.	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Stephen	Shepherd	No	As a long term Brooklyn resident in the past, removing the current southbound overtaking lane will cause severe delays for all. It's a vital opportunity for heavy fully loaded trucks headed to the landfill to move left and let faster traffic past. I would suggest exploring a cycle lane route via Nairn St Park/Bell Rd.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The scope of the proposal does not look at other options but this is something that can be considered in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
liz	godfrey	No	what an absolute waste of time and money this idea is! so much wasted money for a temporary "solution" that isn't permanent or even needed in this area! this idea is so silly at first i thought it was a joke! there is so many road works on this road already & it causes traffic mayhem. imagine ongoing works to install the bike lane, then repeated works to remove in a few months time. also there will be car accidents as people get confused about all the changes. i really think this is an absurd idea!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The project can be implemented relatively quickly if approved by The Council avoiding protracted disruption to the travelling public.
Samantha	Crawshay	No	It is not necessary you are a bit late off the mark. Good to keep up your sleeve in case of reemergence. You do not need to make this change. I do not like the wording that this is for covid and at the end you "might" return to original state. The council have better things to do with our rate payers money	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Tayla	Varcoe	No	This is highly unnecessary. People are back to work so why risk affecting the carriageway?	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Andrew	Witham	No	Waste of money. It's too cold, wet, windy and hilly for bicycles to be a mainstream form of transport. Hardly anybody cycles in Wellington. Have you learnt nothing from the Island Bay debarcle? I don't want want my rates wasted on this.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lynne	Barr	No	Not Required	
Richard	Lucy	No	I OPPOSE this proposal (it not being presented as anything more at this stage) for multiple reasons - doesn't do anything to protect cyclists where they need it - it will instead CREATE a hazard for cyclists - will cause traffic issues the length of Brooklyn Road... for which cyclists usually bear the brunt of the blame belonging to the Council transport planners - and I'm still not over my disbelief about the absolute lack of any detail as to how this misbegotten idea has reached this stage of process in the first place. I commute by cycle in and out of the CBD, using Brooklyn Road. I find that the shared road spaces in the CBD are very good for me as a cyclist. I tend to have problems where council tries to be more directive, as traffic is less tolerant as a result. I do not use the victoria street cycle lane between Vivian and Abel Smith streets, as it attracts debris (if you create it, maintain it, else don't even bother). I almost always get aggressive driver reaction to this.. thanks transport planners. I have been knocked off my bike on several occasions, and nearly so on many more, at the victoria/webb intersection. Cycling along Ohio Road through Brooklyn shops is treacherous. It's always exciting cycling from the top of Willis St down across Karo Drive. Fix THOSE issues. Cycling up Brooklyn Road is usually only an issue in regard to vehicle noise and exhaust fumes. That's the (mentally) relaxing bit after surviving the run up through town. Oh, and in future, please finish your errant thoughts, before committing them to paper and presenting them as the great solutions to problems that didn't exist. This is my second submission. You're welcome to treat them separately, or concatenate them.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. There is insufficient road width through the section from Webb St to the bottom of Nairn St to safely install a temporary solution here. It is something that would need to be considered in more detail if a permanent solution was to be implemented in the future. This would also apply to any future solutions for a permanent cycle lane up hill and through to the Brooklyn shops.

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Erin	Rush	No	This is a ridiculous proposal - there is already enough space for cyclists and who are you kidding with people commuting in the winter - come one	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Frances	Pearson	No		
Nick	Pallin	No	As a commuter via Brooklyn Rd I do not agree with this proposal. The proposal includes the removal of 139 carparks in the uphill lane of Brooklyn Rd. I can only imagine that during winter a reduction of parking is far more likely to force commuters into buses rather than onto bicycles. This surely can only worsen social distancing rather than the proposed benefits. I also believe that there would be serious, negative consequences to removing the uphill passing lane on Brooklyn Rd. As a heavy traffic and bus commuter route this passing lane plays an integral part in improved traffic flow leaving the CBD. I do not see there are enough benefits that can be obtained by this temporary proposal. This proposal does not seem well conceived and is unreasonable under the guise of social distancing and Covid 19.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Jessica	Kellow	No	My husband and I both cycle and do not consider that this solution is required when consideration is given to the economic cost and the cost to parking spaces.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Simeon	Copsey	No	Not required. A vanity project. Direct rate payers money to upgrading the underground water and waste infrastructure.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Paula	Muollo	No	At this time Wellington needs money spent on traffic issues ie Mount Victoria tunnel and the congestion of the inner city traffic issues and perhaps a citilink from the airport and our runway for when the borders open to encourage people to come back to Wellington	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Other programmes of work are looking to advance solutions for wider transport projects.

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Linda	McNabb	No	You need to keep the cyclists as far away from cars and pedestrians as possible. This is already a very congested route at peak hours ridiculous idea will cause lots more congestion.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Alan	Wilson	No		
Jim	Wana	No	There are no active covid cases in Wellington and no cases for over 60+ days in wellington. No one in hospital due to covid in New Zealand. This is madness. It's ok to send our kids to school but work from home? PC gone mad in my view.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Other programmes of work are looking to advance solutions for wider transport projects.
Joy	Baker	No	The road is narrow winding up the hill with many cars parked on the side. It is dangerous enough.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Philip	Humphrey	No	Not required, baseless and irresponsible use of funds.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Other programmes of work are looking to advance solutions for wider transport projects.
Sandra	Penfold	No		
Mike	Penfold	No		
Lou	Newman	No	no bike lane please	

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Mark	Hay	No	The changes are completely unnecessary (there are even less cyclists on the road than normal, putting aside the fact that biking will reduce during the colder months), will greatly increase vehicular traffic congestion for no good reason, and are a total waste of taxpayer money.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Alan	Nelson	No		
Oliver	Martin	No		
Sefton	Bates	No	1) I do not believe that temporary cycleways are an effective use of WCC resources at a time when we all are heading into a time of global financial crisis. Projects with a temporary benefit should not receive priority over projects that are critical infrastructure (namely water and sewer) or that bring direct measurable economic benefits. The economic benefits of temporary cycleways are neither direct nor measurable in any meaningful way. 2) I do not believe that spending significant WCC resources on facilities to benefit a tiny minority of Wellington Residents is fair to the majority of Wellington Residents and Ratepayers who do not cycle. Less than 5% of Wellington's commuters are cyclists (as per Census data). The majority of Wellington commuters will not see any benefit from these proposed changes. In fact many will see significant negative impact. I believe the negative impacts will affect far more Wellington Residents and Ratepayers than the temporary cycleways will benefit. 3) I believe that the opportunity to have any benefit from temporary cycleways has been missed. At the current rate of progression, it is extremely unlikely that these cycleways will be in place before New Zealand moves out of COVID-19 Level Two. Furthermore, as we head it Winter, those who took up recreational cycling in Level Four and Level Three will be less likely to commute via cycle in cold and inclement weather (as is typical for Wellington in the Winter season). 4) I believe that WCC is attempting to make permanent infrastructure changes under the guise of being temporary both to deceive Wellington Residents and Ratepayers (who may otherwise object to permanent changes) and to use cheaper methods of construction (that would be otherwise unsuitable for long term use). No time frame has been given for the roll-out of these changes and no time	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Bobbie	Meyer	No	As a long time Wellington resident- I am feed up with money spent on cycle ways	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Michelle	Spiers	No	The entire idea of temporary street changes in response to Covid-19 is ludicrous. This is not New York; these roads are never full of pedestrians and cyclists, except in organised marathon/running events when the roads are closed. If people need to social distance they can merely move around the subject in their way. To spend rate payers funds in this declining economic climate on such changes is criminal. The government have sent our children back to school and say we can meet in restaurants and groups of up to 100 people (although it is noted civil servants are not back to work, in town supporting the city) so these distancing measures are clearly not required. Utter madness. Baseless and irresponsible use of rate payer's funds.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Tim	Shannahan	No	Please see letter that has been sent from my email address - tim.shannahan@tenniscentral.co.nz sent at 4.58pm.	
Helen	Croft	No	I have lived in Brooklyn since 1987 and have used this road almost daily since then. I work in the CBD and use the road to get and from work. Also I use the vet at the start of the road. I do not believe there is a need for a cycle lane. The road is very wide and is rarely used by cyclists. sometimes I will see one cyclist and maybe there might be 2 but I do not think I have ever seen more than that and mostly I see no cyclists. I cannot see the sense in spending a lot of money,= which could go to a genuine cause like Downtown city mission, incurring the anger of the motorists and many truck drivers going to and from the tip as they navigate a road smaller in width and the poor people who will lose their carparks and the huge inconvenience for traffic with the inevitable road works, for a couple cyclists who are in no danger at all of catching covid whilst on a bike and in any event covid will be over in 3 months. Just because you have been given money to do something does not mean you have to spend it. this is ideologically driven and not need driven. It will anger and frustrate many.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The project can be implemented relatively quickly if approved by The Council avoiding protracted disruption to the travelling public. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Maree	Housiaux	No	<p>WCC stated reason for proposed change is: To provide more space for biking in response to Covid-19 social distancing guidelines. SO: What research was used by WCC to inform this proposed project? I understand 'social distancing' to be maintaining a physical distance between people. The current Brooklyn hill roading conditions allows cyclists to safely practice physical distancing if they choose to follow the Road code for cyclists</p> <p>https://www.nzta.govt.nz/resources/roadcode/cyclist-code/about-cycling/cyclist-responsibilities. Cyclists, by the nature of their transport, are 'socially distance from other road users. Other users are in enclosed in vehicles, apart from the occasional motor scooter etc. Removing car parks and one lane on the Brooklyn Hill will seriously impact the daily traffic flow the hill road. Traffic includes buses, private and commercial vehicles, the huge heavy duty vehicles that trundle up the hill. Considerable time will be added to all journeys. Any WCC expenditure in time, money and inconvenience to other road users for the social distancing convenience of cyclists is not justified or warranted. Leave Brooklyn hill road as it is. Keep the car parks. Keeps the road lanes as they are.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Nick	Hopman	No	<p>I am writing to oppose the pop up bike lane proposal. I am a cyclist myself and understand the need for a more cycle friendly city. However, the brooklyn seems to be an unnecessary and shortsighted location for updating the current cycle lanes. I work in the area and often access town by parking in the coupon parking along this street. Everyday it is packed with cars looking for a park. If the number of parks were to drop by such a substantial number I can only imagine these people (and I) will have to Naim st etc. which are already packed and dangerous enough. Rather than making a 'temporary' fix for this long term issues as a reaction to COVID19, why not spend a bit more time designing a more long term solution where so many are not negatively affected Cheers, Nick</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The proposal is a temporary measure to respond to the current situation but a permanent scheme could be developed in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Robert	Poole	No	Given the lack of any active cases in the southern end of the North Island and the likelihood that physical distancing restrictions are to be eased soon, I see these temporary changes as a waste of money. They will inconvenience as many people as they will help. I am supportive of the improvements in cycling infrastructure that are underway across the city over the last five or so years, but the changes need to be sensible and planned so as not to get people offside. This proposal for a pop-up bike lane seems unnecessary (most cyclists safely use the road here) and too late given where we are in the COVID-19 response. I'd rather see cyclists encouraged to use the road here whilst the physical distancing requirements are in place. Additional "slow down for cyclists" signage could be used instead.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Tony	Randle	No	The WCC has proposed several traffic Resolutions: 1.Install 1,579 metres of temporary cycle lane along the east side of Evans Bay Parade. 2.Install a 1,200 metre temporary uphill cycle lane on Brooklyn Road between Willis Street and Ohiro Road 3.Install 900 metres of temporary cycle lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway 4.Convert one traffic lane to a two way shared pedestrian/ cycling path by installing a 3,000 metre one-way vehicle restriction on Massey Road starting from its intersection with Shelly Bay Road to approximately 220 metres north east of its intersection with Karaka Bay Road (at the eastern point of the on-road angle parking bays) and also Prohibit vehicles from travelling from Scorching Bay to Shelley Bay (in the north, west and south direction) 5.Temporarily widen the footpath on the southern side of Stout Street and also Relocate two mobility parks and motorcycle parking to nearby locations The justification for these changes is "To provide more space for walking and biking in response to Covid-19 social distancing guidelines." The JCA supports WCC responses to support the social distancing guidelines under the Covid-19 lockdown emergency. It is important the measures are taken to ensure residents are kept safe. However, the JCA opposeAs these "temporary" changes being undertaken under the legal framework of Traffic Resolutions and therefor opposes all these Traffic Resolutions. The concern of the JCA is that the WCC is making legally permanent roading changes under the justification of supporting temporary Covid-19 health measures. There is no information on whether these changes are justified in terms permanent improvements to transport and accessibility. That these changes are permanent is supported in that the traffic resolutions do not contain any information on how	For these proposed restrictions to be legally enforceable they must follow the Traffic Resolution process. You are correct that legally the traffic resolutions do not have an 'expiry date' as such however as communicated in the Traffic Resolution process, Council intends for these to be temporary - They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be. Once the decision is made to remove the temporary installations, this will be carried out via the Traffic Resolution process.

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Ian	Paterson	No	<p>Hi, Thankyou for this opportunity , I have also contributed to the A2B and GBRAI submissions but wanted to emphasize some of the key points as I see them. The key benefits for everyone are it will be implemented as a TRIAL at a very low cost to WCC and provides an excellent opportunity to progress a cycleway on a major wellington road. The cycleway will improve the safety for all road users so cycles have their own lane and so will motor vehicles so both can keep out of one anothers road (so to speak !). The response reflects the increased usage of cycles during the recent lockdown and that the eBike sales are exceeding the volume of new car sales. The strategy is very much aligned with what Wellington needs as in LGWM and what government supports in Innovating Streets. I think it would be helpful to get a BEFORE and AFTER status report of the usage of Brooklyn Hill including motorists , cyclists and also pedestrians so that you can have a measure of the impact of the cycleway. (I don't think this has been covered in other submissions). The cycleway will help address the risk presented by those speedsters who plant the foot in the current passing lane and create a hazard on merging back to the single lane. I would like to have confidence in the design to address both the pinch points in the start and end of the cycleway. There really needs to be a smooth flow from Caro Drive intersection through to the start of Brooklyn Road and a smooth merge again at the top of Brooklyn Road. The proposal needs to include a REVIEW after 3 months with provision for improvement or removal and the review needs community participation. I understand there are over 200 interested parties responding to the proposal so there is a high level of interest. In Summary 1. It's a trial 2. It's low cost to WCC & ratepayers 3. It's strategic and aligned to LGWM 4. It supports the response to Covid 5.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community. Some of your suggested objectives will not be able to be met by the proposal because of the temporary nature of the scheme but you are welcome to be heard in support of your submission.</p>
Carol	Comber	No	<p>1) Regarding the removal of 139 coupon parks: please ensure that a review is done of the use of these coupon parks by residents of the WCC City Housing properties along this route. My specific concern is for tenants who work unsociable hours, e.g. office cleaners working at night or in the early hours of the morning. who are reliant on some of these 139 car parks. 2) Road markings: the lane widths vary along the uphill section of Brooklyn Hill Road, it would be useful to have some lane markings in the sections where there are two lanes. 3) Trucks using this route to the landfill: trucks are already using Brooklyn Hill Road. When the excavation is done for Omaroro reservoir above Prince of Wales upper park, trucks will be leaving the site every 10-15 minutes for a period of around 5 months. I question whether this makes Brooklyn Hill Road ideal as a dedicated cycle route? Thank you for the opportunity to comment.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. General lane widths will be maintained to a minimum of 3.5m outside the cycle lane of 2m. As you point out these lane widths do vary and will be marked out to clearly define these spaces. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Marc	Hill	No	Not needed. Social distancing is easily managed especially as its now established contagion happens in confined indoor spaces. Total waste of money especially considering loss of income to businesses a d council financial situation	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Brett	Abercrombie	No	Will reduce parking spaces in an area already short of parking spaces - especially near bottom of Brooklyn Road Waste of public money considering the small number of cyclists who use the road. No need to waste public money installing a pop up bike lane in order to minimise spread of Covid 19. There are few if any active cases in all of Wellington	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Allanah	Barr	No	Unnecessary, traffic flow is already frustrating enough.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Aaron	Ruck	No	I am writing this submission to oppose the temporary cycle lane on Brooklyn Road. This has been proposed for the sole purpose of social distancing under Covid-19 guidelines. The proposal seems very rushed and poorly researched, with little consideration of cost-benefit. The proposal will remove 139 car parks and the uphill passing lane on Brooklyn Road. A large number of trucks access the landfill via Brooklyn Road and many of these trucks crawl up the hill when heavily loaded. If there is no ability to pass, this will lead to significant congestion problems on Brooklyn Road and reduce clearance at the Webb/Willis street lights. Slow vehicles already impact traffic flow and losing the passing lane will dramatically worsen this. There is a high number of emergency vehicles using that arterial route daily. They could be extremely hampered if stuck behind a slow vehicle with no ability to pass. Creating a cycle lane will require removing the pedestrian safety islands and berm changes put in last year at significant expense to the rate payer. Removing these will increase risk to pedestrians crossing the road to access Central Park. There are a lot of families in the WCC flats who this will affect. Many people park on the hill and walk in to work in the city. Losing the parks will worsen congestion in the city. Losing car parks will force more people onto public transport and increase any Covid-19 risk. The car parks are used by people to safely access Central Park, The Tennis Centre, Seiko Karate, Pukehinau/Central Park Flats, and Central Vet Hospital. If our Central Vet Hospital clients are forced to park far away it is difficult to safely get their pets to the clinic. Many of our staff at Central Vet Hospital come from outside of town and drive into the city. There are no parking alternatives for them if we lose these parks. Public transport options would require at least 2 changes and	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents and businesses but there is parking in the general area, albeit residents may need to park further afield. The project can be implemented relatively quickly if approved by The Council avoiding protracted disruption to the travelling public. The detail design will address many of the issues you raise but some may not be able to be achieved because of the temporary nature of the scheme. We will however monitor the scheme and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Sharmila	Govind	No	loss of parking -concern of traffic flow with more very large trucks going to the Tip/landfill. concernAs these large trucks will not have enough room on road with reduced lane size and therefore dangerous -slow traffic will impact not only Brooklyn residents	
Johanna	Carter	No	Where is the cost benefit analysis what will this do to our rates	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Nigel	Solomon	No	This is the main arterial to the dump!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Abby	McPherson	No	I would like to start by saying that I don't believe the full impact of this change has been considered, nor intended to be considered based on information shared to date online, at public meetings, and with minimal effort to engage with the impacted people (in this case residents of Brooklyn). This is problematic in any project let alone one that can have huge ramifications for a fairly large community. No effort has been made to understand and truly listen to the anticipated impact from the various perspectives represented by impacted people, only those who already support the change. Not only have impacts not been considered, but a large number of assumptions have been made about something designed to address Covid-19 worries, without any forward thought for the impact this would have under normal circumstances (i.e. the future in a non-Covid-19 impacted environment). It is only being thought about in the context of Covid-19 where foot traffic, motor traffic and other modes of transport are not at regular volumes. A Zoom meeting held on the evening of Tuesday 26th of May, which was targeted to individuals who are already in support of the cycleway being implemented demonstrated this. I did not feel welcome to share my opinion of opposition and anything that I raised was explained away, and not carefully listened to. This was demonstrated with the questions posed to the audience and the attending councillors attempts to sway opinions. This raises concern for me as a Change Manager by profession, for the Government, knowing that Wellington City Council does not take Change Management seriously and has had little interest in taking the impacted people on the full journey of proposed design, true consultation and feedback, preparing them for the change and supporting post implementation. A very rushed version of	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
Sanchia	Patchett	No	This proposal is ridiculous. The cost of preparing the proposal is a complete waste of rate payer money. Cyclists don't generally bike close together as it's dangerous. It's not a sudden Covid risk! You're creating problems where they don't exist.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Kat	Nicholson	No	The current Brooklyn cycling crowd currently act like a car, speeding down the hill and swerve from one side of the lane to the other. They don't use cycle lanes where provided and I strongly believe they will use the car lane going uphill even with the proposed change. They then will need to merge on corners and I see more accidents than not. I also believe we need to update the city's infrastructure more like water pipes before we do the nice/pretty/in fashion things like water pipes and finding a better place for a rubbish tip rather than just expending the current lease at the tip. Wasteful money in this proposal unless cops enforce cars and cyclists.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Shane	Parker	No	I support the principle of a cycle lane and do cycle up Brooklyn Rd, However not at the cost of losing the passing lane. The lane is used to pass slow trucks and buse going up the hill, it also traffic to come off Bidwell st onto Brooklyn Rd. It allows cars to avoid cars stopped to turn left into Bidwell St. I suggest maintaining the 2nd lane, and using up some of the flush medium.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Rebecca	Fisher	No	Pop up is A very silly idea and a HUGE waste of rate payers \$ and resources for a temporary bike lane. Times are tight and the WCC would be better to spend \$ on infrastructure in Brooklyn not waste on these projects!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Louise	Beauchamp	no	Until we get a bus service direct from Kowhai Park to Wellington City commuters need to drive from Kowhai Park to Broojlyn for parking. We need car parking in Brooklyn as a priority to a bike lane. Brooklyn Hill is too steep to ride for the general public. I own two mountain bikes and do not and would not ride it. The weather in Wellington is not agreeable to bike riding all the time with wind and rain. We need to sort the bus capacity issues from Brooklyn first. I would prefer the lane be a bus priority lane rather than bikes. Am also unhappy with the weaving in and up footpaths and behind a bus stop. Also merging into one lane with cars at the top and bottom of Brooklyn Hill. Another disaster similar to Island Bay bike lane awaits! Let's spend the 120,000 on a crossing on Brooklyn Hill to allow college children and the walking public to safely cross across to Bidwell Street.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Nicola	Chandler	no	Cyclists know they have to be road aware and ride on the roads. That is and always has been the case. There is a shortage of parking in Wellington already. Stop penalising car users. We pay for the roads. We are not driving to be selfish or unsafe, we are using the roads legitimately for good reason. Cyclists use roads with no payment for them. They are also not more important people than car drivers. They have plenty of room, there is absolutely no justification for taking yet more of Wellington's road space and messing around with it purely to make cyclists more safe. To be safe we all just need to be aware and considerate, cyclists and car drivers. I am horrified at this council continually looking for more road space to take away and give to cyclists. Absolutely disgusting. Absolutely no.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Stu	Clentworth	no	This is a ridiculous idea to support the minority. There is absolutely no point in yet another cycleway to no where. It is a huge waste of money that should be spent on maintaining essential infrastructure.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Sally	Gardiner	no	The hill and road to brooklyn is dangerous enough with heavy trucks, it does not need more obstacles in cyclists and their lanes.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Mark	Kisby	no	Why? Has anyone done a study on how many cyclists vs motorists use that road in one day. Has a study been done on where 139 cars will be parked? How much use will a cycle lane get in the depth of winter. I am both a cyclist and motorist but remember that is the ONLY main truck route to the landfill. A passing lane was put there for a reason.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Sarah	Lanigan	no	I don't support the proposal in its current format - the chat on FaceBook has provided great debate and the idea warrants discussion but the data needs to be provided to ensure there is even any validity around this.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Nik	Lowndes	no	Im concerned that the proposed bike lane is going to have a negative impact with the reduced parking and traffic backlog travelling up brooklyn road. Whats also concerning is why this lane is being proposed in the first place. If the reason for this lane is actually to stop the transmisson of Covid19 like you say. Then why is every other road in wellington not changing too. I think using Covid19 to push this cycle lane through so fast shameful. I drive up and down brooklyn road upto 10 times a day and i have never seen cyclists riding side by side up the hill. If distance between people is a problem what happens at traffic lights when there is 2 or more cyclists or on the footpath for pedestrians? Stepping onto the road to avoid another person isnt exactly safe. Im not totally opposed to a cycle lane as i believe it can be done while retaining the parking and passing lane on brooklyn road but im worried that trying to push this through as a temporary fix is not only a waste if resources but it will likely end up staying in place for good. Please focus on the central park route which is far better for all road users.	A long list of projects were considered and analysed using multi criteria analysis. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The scope of the proposal does not extend to looking at Central Park but this is something that can be considered in the future in consultation with the community. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Owen	Lynch	no	This seems like a solution looking for a problem. I bike the hill regularly and have seen no evidence of a problem that a pop up cycle lane would fix.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Nicole	Phillips	no		

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Chris	Wills	no	I totally support a safe cycle way up AND down Brooklyn Hill but not this proposal because of multiple safety issues and the excessive impact on other users of this high traffic corridor. Particularly: 1) Pedestrians if removing pedestrian islands - lots of school kids have to cross that road 2) Removal of passing lanes - think emergency vehicles, buses timetables and frustrated drivers stuck behind the many large lorries that trundle up and down that road daily. This proposal would create a very successful bottleneck of traffic that will tail back into the city. 3) Safe egress in and out of garages, driveways and off road parks due to the shoulder being removed - particularly at the bottom of the hill. 4) How is it going to work around the bus stops? 5) Loss of 139 car parks - yet another decision that will mostly impact on the lower socio-economic group around the Council flats at the bottom of the hill - also commuters who park there and walk into work. 6) This plan may take care of the uphill cyclists at the expense of those trying to go down - where do they fit in this? Not all are happy to race down there at car speed and should Council effectively be endorsing such practice? Many a time I have had to dodge an inexperienced cyclist misjudging that road and getting their cornering horribly wrong. Please take the time to do a proper study that genuinely engages with the community not just parts of it.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The detail design will address access to bus stops which will be positioned outside the cycle lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Linds	Cannon	no	Brooklyn could do without more upheaval, and the lack of parking spaces will cause more congestion further up the hill.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield.. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Sharmila	Govind	no	I am opposed to the pop up cycle lane as it takes away all parking outside Central Park, tennis centre and flats on Brooklyn Rd as I use these parks to park and walk into downtown. We need the car parks. Also traffic will be slowed up Brooklyn Hill if lane reduced due to increasing traffic especially large trucks going to the landfill-they are large, fast and dangerous. Also cycles don't need downhill lane as they go down fast enough for the traffic to follow without having the need to pass. Council shouldn't pretend this is temporary either, the public are not stupid, we have seen how cycle lanes have been badly handled in other suburbs and once implemented it will be here to stay.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking is maintained outside Central Park. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The detail design will address access to bus stops which will be positioned outside the cycle lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Alan	Lowndes	no	Ridiculous waste of money for a few. Im a cyclist and I believe only a small cycle lane with heavy traffic at each end is ridiculous. This will back traffic up in to town. Plenty of space for a narrow lane or better a lane through Central Park	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Guido	Seevens	no	I am not against a Brooklyn hill cycle lane but am against taking away car parks and passing lanes to do so. If done right no parking or passing lanes need to be removed	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield.. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Sharyn	Reeve	no		
Stephen	Goodman	no	I cycle up and down Brooklyn Hill every day during normal times as a commute to work. A temporary cycling lane is not necessary and a waste of effort and money for limited to no value. This is overegging the pudding. In general it is quite rare for bikes to overtake each other. During normal times, Brooklyn Hill is wide enough to check behind for traffic and overtake another cyclist safely. During COVID, there are almost no cyclists to overtake. Perhaps one other cyclist on the hill as many are working from home. A temporary cycle lane will only add confusion for almost no value. The only real problem with this cycling to Brooklyn is the corner between Webb St and Brooklyn Road. The road has two lanes to Brooklyn and one to Cuba. This corner is very tight and dangerous for cyclists. Of all my commute, this narrow corner is what I fear most - getting knocked off my bike at the corner. This is unrelated to Covid but deserving of more investigation than a temporary cycle lane when social distancing is possible already.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. There is insufficient road width through the section from Webb St to the bottom of Nairn St to safely install a temporary solution here. It is something that would need to be considered in more detail if a permanent solution was to be implemented in the future. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Rups	Kanji	no		
Denyse	Ridley	no		
Laura	Douglas	no	Waste of tax payers dollars, there is no issue for cyclists around Brooklyn. Better spent elsewhere or to pay for the sewage pipes	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Jodie	Hanna	no	Please listen to the feedback 	

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siobhain	hoskins	no	This is a waste of council money. The road works fine as it is . There is plenty of room for cyclists and cars to drive safely	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Jennifer	Sigley	no	No significant increase in cycle traffic from pre-COVID19. Proposed changes are to areas of road that are already wide enough for cyclist safety, removal of car parks puts strain on residents where off street parking is difficult. Danger of "temporary" changes being made permanent without consultation. Uphill passing lane required due to significant number of busses and trucks. Money better spent in other areas, upgrading infrastructure and driver education. We are past the time where any temporary change was required, e.g. lockdown	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Matthew	Underwood	no	What a waste of time and energy	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Tony	Pearce	no		
Beth	Pearce	no		
Maddie	Pearce	no		

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Matthew	Underwood	No	<p>What a complete waste of time to make any temporary adjustments when there are so many permanent things you could do.</p> <p>What a complete waste of time to disrupt any traffic on such a busy route for temporary changes.</p> <p>What a complete waste of time to do consultation around a temporary change that doesn't really matter at all when you have a pretty solid track record of being completely indifferent to feedback of a permanent nature that does matter.</p> <p>So having expressed my opinion that this is just "make work" of no ongoing value what could you do instead?</p> <p>Here are six specific suggestions of worthwhile permanent changes you could make:</p> <ol style="list-style-type: none"> 1. Why not just do a permanent update of the footpath on the downhill side so that it is two people wide throughout the length. 2. How about a better gutter drain on the uphill side of the road so that any rockfall doesn't block the gutter and send water across the road. We had a big bend in the Armco from someone spinning out recently. 3. How about having a policy about minimum lane widths. Currently the traffic islands that follow each bus stop are way too narrow for both traffic and bikes. 4. How about some defined pedestrian walkways at the top of Brooklyn Road where it meets Ohiro Road. That might need a few pedestrian barriers to "encourage use" by pedestrians. 5. The corner of Ohiro Road, Todman Street, and Cleveland Street is a terrible narrow event coming from the North. On the left there is a veranda, a telephone pole, and a nasty jutting out footpath. Can it be realigned? 	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The proposal is a temporary measure to respond to the current situation but a permanent scheme could be developed in the future, considering your suggestions, in consultation with the community.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
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Geordie	Cassin - AA	No	<p>1. This submission is made by the Wellington District Council of the NZ Automobile Association (NZAA). The NZAA has over 200,000 members in its Wellington District. 2. The Wellington District Council of the Automobile Association has discussed the proposed temporary pop-up uphill cycle lane on Brooklyn Road. We are supportive of providing separate cycle lanes or shared paths for cyclists as this separates vulnerable road users from motorized traffic. However, we also consider that the process for constructing a safe cycle route needs to be evidence based and carried out in a thorough and inclusive manner. 3. In summary we have many serious concerns with the proposal due to the paucity of detailed information on the proposed pop-up bike lane as follows: 4. The proposal lacks detail and gives the impression of being rushed. The 14-day consultation period is too short with insufficient time for us to consult our members. There is no consideration of alternative safer routes e.g. widening the uphill footpath to a shared path. We do not want this proposal to end up like the Island Bay cycle lane issue. 5. The proposal is for a temporary uphill cycle lane. There is no mention of how long "temporary" is. We consider any temporary cycle lane should be subject to review after a short period e.g. 3 months. We consider even a temporary bike lane still needs to be properly designed with a safety audit. 6. There are 3 bus stops affected by the proposed bike lane. There is no detail on how buses will be able to safely stop at the kerb within the bike lane. This is a known safety hazard for cyclists. 7. We understand that no design work has been done on this proposal. We would like to be consulted during the design process and would expect a safety audit to be completed on the design before any construction works commence. 8. The proposal to close the passing lane will cause</p>	<p>Thank you Geordie for your time and effort that has gone into writing this submission. We appreciate your valuable feedback.</p> <p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be easily changed to respond to any issues or feedback from the community.</p> <p>Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Pinch points will be considered in the detailed design to ensure safety for all road users. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.</p> <p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons.</p> <p>Should the proposal proceed we will be monitoring the situation and If things don't</p>
Peggy	Robinson	No	<p>I have read WCC's proposal, and DO NOT support this idea. My reason is that rate-payer money should NOT be spent on "temporary" cycle lanes to be constructed "within the next 3 months" "To provide more space for biking in response to Covid-19 social distancing guidelines" when social distancing guidelines should hopefully be ended in a few weeks' time, and meantime, urgent water and sewage work is being postponed for lack of finance.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The scheme will be implemented as soon as possible if approved by The Council. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Katie	Underwood	No	<p>I don't think that the pro cycle way people nor the council have thought about the ramifications for all other road and footpath users. I am not sure why people feel scared about that road. I've not seen any statistics to show that it is dangerous, it is just based on how people 'feel'. Where is the accident tally? Where are the injuries? There are other far more dangerous places that need a cycle way. The road is wide with plenty of room for all without putting users in 'boxes'. Where do the emergency vehicles go? Where do the 50cc users go. How do the buses cross the cycle lane? One cyclist is saying a plan is for the cyclists to go behind the pedestrian refuges. Well that just puts the pedestrians in the way of the trucks - how is that fair. The trucks seem to be the main issue with the road. It is a road to 3 landfills and the trucks can't go any other way. But the cycle lobby don't seem to have thought about that. This road is probably the only road with the amount and type of traffic on it. The cycle lane will only be used by the majority of cyclists between 4.45 and 6.30. Many of them don't have lights or reflective gear - yet they want the whole road changed to suit them. A whole lot of pro cycle way lobbyists will probably not use it. They won't use it in winter, won't use it when it is wet and cold. They just like the idea of their kids cycling to school. No one learns how to drive on the motorway first off.</p> <p>I'd like to thank the city council for hosting the zoom meeting on Tuesday 26th May 2020 for the Greater Brooklyn Residents Association to discuss TR99-20. It was good to have so many residents, councillors and officers there. Ann did a great job as moderator. I am writing this email to you all, as well as having made a submission, as my submission was sent prior to having the proposal</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be easily changed to respond to any issues or feedback from the community.</p> <p>Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Pinch points will be considered in the detailed design to ensure safety for all road users.</p> <p>Should the proposal proceed we will be monitoring the situation and If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.</p>
John	Atkinson	No	<p>Why not use the footpath - 1. almost no pedestrians - they all go through central park - much safer for cyclists. 2. Use money for retaining wall on top of (Ohario Road) that is almost collapsing (Brooklyn Hill).</p>	<p>The footpath on Brooklyn Road is considered to narrow to be used for its entire length for cyclists and pedestrians. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The proposal is a temporary measure to respond to the current situation but a permanent scheme could be developed in the future, considering your suggestion, in consultation with the community.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Cynthia	Mayer	No	Summary of long submission: Uphill traffic on Brooklyn Road and Ohario Road is extremely heavy all through the day with countless commercial and rubbish/tip traffic. Both lanes, as at now, are essential. At present having the existing lanes allows the huge trucks and machinery and cyclists or motor scooters etc to travel at a slower speed without the vans and motor vehicles being restricted and able to flow smoothly. Most families use their cars to collect children and take them to appointments and sports arrangements, also elderly residents are driving or being transported by car to doctors appointments or to help with their essential shopping needs. They need to have the traffic lane free. Is the huge commercial trucks/vehicles are jammed together with personal vans and vehicles it will travel at a snail's pace and have a huge backlog at the village junction traffic lights. In the Cleveland St, Brooklyn Road, Ohio Road, Todman Street junction. The huge % of Brooklyn residents have not the capability, healthwise or timewise to be cycling uphill on Brooklyn Road. It works well as it is now.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co-funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Debbie	Hamlesveld	No	PLEASE LEAVE BROOKLYN ROAD AS IT IS I am a Brooklyn resident and a cyclist using Karo Drive and Brooklyn hill to get home from work. I love the way there are 2 lanes going south uphill as it enables cars to go into the centre lane to pass. Not that that is always necessary as the left lane is wide enough to pass a cyclist safely. I always feel safe going up or down the road because of the expanse. So effectively, there already is a defacto WIDE cycle lane going to Brooklyn. Admittedly it gets awkward cycling from Webb St past 1 Willis street Apartments opposite the vets but again it is 2 lanes at that moment and cars just need to have patience or pass into the centre lane. And it is difficult at the corner of Ohio and Brooklyn Rds on the west side, but again cars can slow and wait. The only dangerous bits are the traffic calming islands/pedestrian sanctuaries just below Nairn St junction where the road goes into one lane. Here a cyclist needs to swing out into the one lane traffic. Often hairy. And the same with the squeeze near the bus stop just uphill of Washington Ave. The islands that form a narrow road lane pose more danger to cyclists than clear wider roads without impediment. If the reason for proposing these cycleways is for social-distancing for Covid19, well, that threat is just about over.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co-funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Tim	Shannahan - Tennis Central Region	No	<p>TENNIS CENTRAL REGION (INC.) This submission is representing the 3000+ members and casual participants of Tennis Central Region Inc. who specifically reside in Wellington City. Tennis Central Region (Inc.) is one of six regional tennis organisations recognised by Tennis New Zealand as responsible for the delivery of grass-roots tennis. Created in 2007, Tennis Central Region services the lower part of the North Island, specifically Taranaki, Manawatu, Wanganui, Wairarapa, Kapiti Mana, Hutt Valley and Wellington.</p> <p>Tennis Central has four key focus areas, which are:</p> <ul style="list-style-type: none"> *Participation and development – successfully supporting clubs to grow the game; and guiding players and coaches through the participation pathway. *Performance – successfully deliver a range of events and tournaments for performance-focused participants; and support performance achievement. *Organisational excellence – continuous improvement in our organisational performance. *Sustainability – operating a sustainable business underpinned by secure revenues and prudent reserves. <p>Access to suitable tennis facilities is critical to these focus areas, and the Wellington Renouf Tennis Centre as the regional hub for the sport in the Central region holds centre stage. Located on Brooklyn Road it will be directly impacted by any and all changes to the road network in the Brooklyn area. This includes the proposed pop-up uphill bike lane on Brooklyn Road. Tennis Central is not supportive of the proposed pop-up uphill bike lane. We are opposed on the basis that the proposed loss of car parks will directly impact capacity for Centre users to have access to a car park in close proximity to the Centre. We</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. Parking will remain on Central Park side of the road. We acknowledge that with the removal of parking it will be difficult for some residents and your club but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Pamela	Cohen	No	<p>I'm sorry to have to say this but the recent public consultation on the pop up uphill bike lane on Brooklyn Rd was extremely poor. The material was full of technical jargon and lacked an easily accessible description of what is in fact a simple proposal. I have lived in Brooklyn for 20 years and still struggled to decipher your grainy, unlabeled photograph and where the proposed bike lane would run. It is identified as temporary but there is no indication of an end date or when the need for the bike lane would be reviewed. You made it as difficult as possible for residents to share their views - very disappointing</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Joanna	Watson	No	I oppose the cycle lane plan. I think cycle lanes are great in general but should be made without taking out carparks, destroying any opportunity to safely pass trucks driving to the tip at 15kms an hour and are not rushed as this one seems to be. I would like to see some solid medical evidence as to why it's needed at this stage and even more so in August in response to Covid19. People can currently meet in groups of up to 100, play centres and schools are open and I'm not sure how someone is likely to contract Covid 19 by being driven past when the spread we are told takes being in close proximity for more than 15 mins. Add to the fact we are told daily there are "no new cases, go us!". Thanks for adding this opinion to the no doubt countless others who are confused and hoping that sound reasoning will prevail.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.
Katie	Armstrong	No	I strongly and fully oppose this proposal. I live at 148 Ohiro Road, Brooklyn, we do not have the privilege of off-street parking. The impact of removing 139 parks in Ohiro Road will greatly exacerbate the parking problem that already exists. It will have a direct and negative impact on the lives of our family and others who do not have off-street parking. For those of us who do not have off-street parking who live in the area. Unless the proposal includes a plan that offsets the impact on residents who are already struggling to find parking spaces this proposal is untenable.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.

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Emma	Neill	No	<p>In bullets:</p> <ul style="list-style-type: none"> - the Council needs to end its fixation with appending cycle lanes to main arterial roads in this city. It's as simple as that. - I'm a cyclist and I frequently use my bike to go into the CBD from my home in Brooklyn village and return. How do I get up the hill? Thompson or Nairn St, through Nairn St Park and up Bell Rd to join Washington Ave briefly, and then I'm in Cleveland St. Easy. I suggest you investigate a cycle lane that uses that route instead. - In a post-COVID world, we all need multiple transport options and flexibility for them, more than ever. Our requirements to be in the CBD have changed, businesses and workplaces are being encouraged to think about staggered start times, and shifts or reduced hours of work, we are encouraged to enjoy support local businesses in hospitality and retail. The bus system is unreliable and impractical for social distancing. Therefore, the proposal to remove 139 coupon parking spaces so close to the CBD is absurd. All residents need all the opportunities possible for getting to where they need to be for short periods of time and businesses need to be reassured that people are going to be able to access them easily and however they chose. Plenty of people do not ride bikes, especially in the deepest part of winter. - the volume of truck and truck/trailer units that travel up Brooklyn Rd, speed through the village and hoon down Happy Valley Rd is a separate and serious safety issue in itself that Council and NZTA need to examine immediately; however, for the purposes of this cycle lane feedback, these trucks do go up the hill slope of Brooklyn Rd slowly and removing that passing lane will cause no end of traffic queues behind them all day long. The passing lane is also necessary to overtake buses. 	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
Jane	Coleman	Yes	<p>As a cyclist I welcome this pop up cycle lane. I often experience trucks and buses driving too close to me up this section, particularly where footpaths jut out into the road near the bus stops. I don't think removal of coupon parks will be too impactful as they don't seem to be used that much being so close to free parking further up the hill. My experience on that stretch of road is also that the overtaking lane is used more by people who want to speed than it is for safe overtaking of very slow vehicles, so again I don't think this would be very impactful.</p>	
Lucy	Stewart	Yes	<p>This will be a huge safety improvement, as well as improving social distancing. Should be permanent.</p>	
Simon	Vita	Yes		
Arran	Whiteford	Yes	<p>This is a very popular route. Biking slow up hill within faster traffic makes many people uneasy — this will make them feel a lot safer!</p>	
Karen	Jenkinson	Yes	<p>Sensible idea - fully support</p>	
Finnigan	Illsley-Kemp	Yes		

Brooklyn Road - TR99-20

Andrew	Chisholm	Yes	The passing lane provides little value and cars would be better and safer to wait behind other traffic rather than risky passing. This change is a great benefit to cyclists heading to Brooklyn or the South Coast and allows safety as they slowly ascend and around corners which cars could have reduced visibility. This provides more encouragement for people to cycle to work or enjoy a direct, quiet route to the South Coast.	
S	R	Yes		
Laura	Christie	Yes		
Jeff	Lyall	Yes	I think it would be an awesome idea. My wife is too scared to commit on a bike, this might swing it.	
Ewan	Gestro	Yes	I think this a fantastic initiative. Particularly removing the double lanes which encourage people to speed. Thought could be given to a tidal flow clear way/bike lane. Downhill clear way/bike lane in mornings and an uphill in the evening.	
Duncan	Kenderdine	Yes	An excellent idea, please ensure the cycleway is clearly delineated and protected from turning traffic at the intersections and that it is wide enough for a street sweeper to go up	
Erica	Mangin	Yes		
Alexander	Garside	Yes	Riding up the Brooklyn hill involves heavy breathing, riders would have needed to take the full lane to achieve physical distancing anyway so good proactive thinking.	
Kaye	Foran	Yes	Great to have a commuter route for ebikes to relieve bus pressure.	
Celia	McAlpine	Yes	Please do some more temporary protected bike lanes than just these!! Some more in town would be great too	
armando	Velazquez	Yes		
Thomas	Apthorp	Yes	Excellent idea having dedicated bike lane up Brooklyn hill. Supported.Would like to see it permanently put in place	
Nicci	Wood	Yes		
Peter	Steven	Yes	It looks great. There is a surprising amount of cycle traffic up to Brooklyn and it's quite nasty having to share the road with big trucks. Please make this permanent.	
Andrew	Bartlett	Yes	Brooklyn Hill is an obvious place for an uphill bike lane. I currently only ride down this route. Again, please take care to ensure bus stops are not 'in' the lane.	
Carolyn	Shivanandan	Yes	I think all of the proposed temporary changes are a good idea	
Annie	Yeates	Yes	A cycle lane would be very reassuring and much safer for cyclists cycling up Brooklyn Hill. Very much in favour.	
Libby	Callander	Yes		
Dan	Addington	Yes	This is really good. Now I will be able to cycle safely up to the doctors surgery rather than having to drive.	
Jacob	Jolley	Yes	I'm fully in support of these changes, the only thing better would if it were permanent. Brooklyn road definitely deserves a bike lane, both lanes are never used, and there is enough. Due the the incline of Brooklyn rd, it's scary peddling slowly up having to share the road with people who speed up there when it's clear.	

Brooklyn Road - TR99-20

Catherine	Bisley	Yes		
Katie	Stevens	Yes		
Russell	Tregonning	Yes	Excellent	
David	Spencer	Yes		
Lauren	Kelly	Yes		
Ian	Miller	Yes	Great solution for slow bike traffic using the same road with fast uphill vehicular traffic.	
Scott	Campbell	Yes	I ride to and from the city regularly and while I often use the off road option of central park, I km ou w from experience that having a safer route for cyclists would lead to a more enjoyable and safer commute. Losing a lane will not be a big deal for drivers and may remove some dangerous overtaking.	
Corrina	Connor	Yes		
Joseph	Shannon	Yes		
Patrick	Wilkes	Yes	There's no need for two traffic lanes up Brooklyn hill, given they merge into one part way up. Good idea, please make it permanent.	
Nigel	Hefford	Yes	Thsi proposal is sensible considering the increasing numbers of cyclists and e-bicycles on the road.	
Emma	Sturmfels	Yes	Strongly agree with this proposal. I cycle-commute up the hill and would feel much safer with a designated lane and the suggested changes that would come with it. Have had too many close calls. With reduced capacity on public transport as a result of COVID biking is my only real option for getting to work so great to see some changes being suggested that will help keep people on bikes safe. This might also mean those who ride up the footpath will feel more comfortable riding on the road	
Jonathan	Coppard	Yes	I drive this route regularly in a heavy vehicle and I see many cyclists cyling up the hill, especially around peak times in the evening. It has always seemed to me to be the most ridiculous piece of roading infrastructure in the entire city. Ample space is available to provision for all road users but instead WCC has chosen to provide a passing lane (In a 50km/h zone!) and gigantic kerbside medians. The result is an extremely dangerous environment for cyclists and pedestrians. This route is a major arterial and has frequent buses and heavy trucks traveling to the tip. Putting an uphill cycle lane in place will create a safer environment for people choosing to travel brooklyn by bike instead of by bus or car, and provide a safer crossing place at the Bidwell St intersection. This change should be made permanent as soon as possible.	
Ben	Nistor	Yes	Absolutely	
Kat	Saunders	Yes	As a keen cyclist who moved to Wellington from Auckland one year ago, this is excellent news. Wellington city is lagging behind with providing safe cycleways. I have found cycling in Wellington to be unsafe and I have stopped riding so often. I support all new cycleway proposals and hope they can be made permanent.	

Brooklyn Road - TR99-20				
Milo	Davies	Yes	Great idea! I have a son who goes to Wellington College and this cycleway would make it much safer for him to cycle to school. It's an ideal place for a new cycleway as the road is very wide and it's also a particularly high risk route for cyclists given the number of trucks that go up the hill to the landfill. I think it should become permanent.	
Sofia	Robinson	Yes		
Mark	Higham	Yes	As a frequent user of this route as a cyclist I believe this should be made a permanent change. The pedestrian access islands are dangerous for cyclist if being passed by truck or buses. The double lanes up the hill also encourages a race track up the hill as vehicles pass others even if other vehicles are travelling at 50km/hr. Speeds often exceed 60km/hr as a result. Pinch points are created when 2 lanes return to one again causing danger for cyclist. Permanently having one car lane up the hill would help control speeds, remove pinch points and create a safe space for a cycle lane.	
Nicola	Jarvie-Waldrom	Yes	I hope this doesn't cause undue animosity between people in cars and people on bikes, but I strongly support Wellington having cycle lanes, and people in my community being able to get around safely.	
Neil	Beckett	Yes	Feeling unsafe is a key factor preventing people from cycling for pleasure or to commute. Worth trying.	
Jules	Higham	Yes		
Jill	Ford	Yes	Needs to also be downhill, as travelling downhill on the bike is just as dangerous if not more so. Given lack of housing on downhill side it seems bizarre that this isn't included.	
Andrea	Black	Yes		
Martin	Hefford	Yes	Great idea. Will improve health and wellbeing.	
David	Wood	Yes	As a cyclist who lives up a steep hill (Russell Terrace), I know how dangerous it can be to ride uphill on the road. Cyclists obviously go slowly uphill, and in Wellington many uphill streets are quite narrow with cars parked both sides. This often forces cyclists into the middle of the road, to get around often poorly parked cars. Vehicles will either have to wait behind a slow cyclist, or try to squeeze by at high speed. That is if they see the cyclist going around a parked car in the first place. After many near-misses, I've taken to cycling uphill on the footpath. Please make these lanes permanent. Dump a few car parks and make Wellington a cycle friendly city. Safe cycle lanes = more people on bikes = less cars on the road = less need for car parks.	
Ali	Hamilton	Yes	I strongly support the idea for a Brooklyn bike lane. Ideally, there should be a clean bike lane from Lambton Quay up to Brooklyn, it is a key commuter route. I live in Brooklyn and choose not to cycle commute due to feeling unsafe on Brooklyn Hill. If the bike lane exists, I will change my decision.	

Brooklyn Road - TR99-20

Mark	Johnston	Yes	Yes, please take advantage of the NZTA funding and make this change to help less confident riders feel more comfortable on their bikes. Please consider making the change permanent after evaluating the success of this resolution.	
Sarah	Campin-Fordham	Yes		
Celia	Wade-Brown	Yes	Giving cyclists and pedestrians separate space is good practice	
Alex	Litherland	Yes		
David	Karl	Yes		
Jez	Weston	Yes	I support Wellington's expansion of cycle paths and other resources for active modes of transport. This should take priority over on-street parking.	
Lewis	Ellison	Yes	I commute back up the Brooklyn hill everyday and have lately been driven to walk my bike up the hill since the road feel quite unwelcoming to cyclists. A temporary cycle way would allow me to bike up the hill once again.	
Shane	Sinclair	Yes		
Rhiannon	Bertaud-Gandar	Yes	I support any resolutions that make the city more friendly for cycling and walking.	
Amy	Cosgrove	Yes	Was recently buzzed by a truck and trailer heading up the Brooklyn hill on my e-bike, these changes would definitely improve safety at the very bottom of the hill where there are car parks and two lanes merge into one.	
David	Harkness	Yes	1. Please advise what 'temporary' means and what the process will be for the end of the pop-up period. 2. There is an excellent debate on the Greater Brooklyn Residents Association (GBRAI) facebook page; please get one of the officers to summarise the points made as part of your considerations. 3. Please ensure that officers have the power to amend the pop-up bike lane, or aspects of it, based on learnings and feedback during operation; without having to resort to lengthy consultation or approval processes. 4. Please remove the 'island' between Tanera Cres and Brooklyn Road/Ohiro Rd junction, as this causes a pinch point. 5. As part of feeding into this proposal; make the left land of Webb St bus and bike only; so that there isn't the merge outside the vets 6. Please confirm how the bike lane will interact with bus stops on Brooklyn Hill. 7. Please extend the bike lane until it is flat (opposite the Tanera Cres turn off), rather than stopping on the corner where the is still a steep bit to go.	
Daniel	Neely	Yes	Fully support it!	
Josh	White	Yes	That passing lane is already dangerous. Cars don't follow the speed limit up there. Great place for a speed camera to generate revenue. I agree with left lane being turned into a cyclelane.but I am concerned with the corner at the end of it. I've seen many cyclists hit by cars taking that corner tight, or being hit by a car exiting off Washington road onto Brooklyn road, cyclelane should be on opposite side of road, or that corner widened	

Brooklyn Road - TR99-20				
Conor	Hill	Yes	Do it already!	
Igor	Albornett	Yes	How about a down hill clearer designation, and a signalling on ground for cars to help people go from Brooklyn rd to Bidwill Street safer?	
Valerie	Townsend	Yes	excellent for commuters on bikes - Safer for them. we might see less cars and more cyclists.	
James	Barber	Yes	This is no way near enough. The crowded parts of the city are in the heavily populated areas near the CBD. This is where footpath extensions and temporary cyclelanes should be going. What the Council is proposing here is, frankly, lazy and tokenistic. You should listen to the recommendations by groups like Cycle Aware Wellington.	
Bradley	Stockman	Yes	This upgrade should be made permanent.	
Ash	McCrone	Yes		
Lynn	Cadenhead	Yes	It will allow safer passing.	
Emily	Shrosbree	Yes	Support moves to give pedestrians and cyclists back the streets over car users. And I think this should be long term, not just for Covid-19 distancing.	
Matt	O'Neil	Yes		
Anne	Arkwright	Yes	Would like to see speed limit dropped to 30ks/hr before going left from Brooklyn Rd to Ohiro Rd along with the suggested cycle lane. Trucks in particular too fast where elderly, children, parents/ grandparents with children in pushchairs crossing via 'safety island'.	
Flavia	Figueiredo Machado	Yes	Please we need to make safe and easy to bike and relieve the pressure on public transport and leave cars for those that really need to drive	
Sheila	Hart	Yes		
Denis	Mander	Yes	See comments in respect of TTR98-20	
Anna	Williams	Yes		
Jean-Michel	Carnus	Yes		
Richard	Thomson	Yes	I am a regular commuter cyclist between Owhiro Bay and the central city, so this proposal will be of particular benefit to me. I support this proposal as it will improve safety, increase transport options and help progress towards decarbonising our community.	
Alice	Weir	Yes	Yes. Again, room for bike lanes and pedestrians should be permanent, not "pop up".	
George	Baird	Yes		
Georgina	Preston	Yes		
Anthony	Davies	Yes		
Peter	Mora	Yes		

Brooklyn Road - TR99-20

Ingo	Schommer	Yes	My wife and I commute up this stretch of road every day, on ebike and push bike. Especially when the tip is still open, the trucks thundering past can be quite scary. Even for me as a battle hardened urban cyclist. The pedestrian crossing "notch" sticking out on the uphill side above the tennis courts is an absolute safety hazard for cyclists, had a few close calls there. So yes, I fully support an uphill cycle lane there.	
Alex	Gunn	Yes	The key things this achieves for cyclist safety are removing the need to merge back into traffic that's just come round a corner and gone from 2 lanes to one at the bottom of the hill and again when the road tightens and cars are parked just above the Washington ave turn. It will be good to not feel so exposed if the second and largely redundant lane up the hill becomes dedicated too as this can be a squeeze point in busy periods as it's often dump bound trucks in the left lane. the time savings to motorists of this small patch of two lanes are pretty small, even if they are stuck behind a truck for a few hundred metres up to the top	
Kris	Ericksen	Yes	Fully support - excellent concept	
Anna	Bridgman	Yes	I cycle to and from work regularly and I think it is a great idea to trial this. In the last few years I have seen a significant increase in cyclists and this might give others the confidence to use this for their commute. The car parks along here are rarely used.	
Andrew	Kennedy-Smith	Yes	COVID19 response with changed work patterns and greater enthusiasm for walking and biking illustrate majority community/public support for walk-bike in place of car personal transport. Car/van use may be focused on transporting goods rather than individual commuting to work. Improvements in air quality, safety of walking/cycling, peoples health achieved in the lockdown period should be sustained and these benefits outweigh any inconvenience for few commuters caused by loss of parking or roadway. We as a community are ready to embrace this change.	
Nicky	McIndoe	Yes	I regularly bike up and down Brooklyn Road, and support the proposal for a bike lane. It is particularly important for the uphill lane, because it takes a lot longer to bike uphill. Also, there is a bank on eastern side of the road, which means there is no where to escape to if a car or truck gets too close. Removing carparking is good because these cars cause safety issues for cyclists when they open the driver door, and mean there is no road shoulder for cyclists to use.	
Stephen	Treacher	Yes	Uphill cycling where bikes are at 5-10km/hr is a point of issue between bikes and cars especially during rush times. This would make the road a lot safer. I cycle up this road 3 times per week.	
Simon	Louisson	Yes	I regularly bike this route and there is plenty of room for a bike lane without impeding motorised transport	

Brooklyn Road - TR99-20

Casey	James	Yes	I love this proposed change and I would encourage you to consider making this temporary change permanent if it is deemed a success. The proposed changes will make residents of Brooklyn cycling home safer, and will encourage more people to get out on their bikes. Currently cycling on that road is sketchy at the best of times	
Kate	Kenworthy	Yes	As part of this response it would also be great to improve lighting for walking access up the hill (specifically, better lighting on the field at the top of Nairn/Thompson Streets and in the area around Bell Road). Thanks!	
Patrick	Morgan	Yes	The sooner the better. This will improve trips for people on bike, and also for trips by other modes. Currently some people cycle on the footpath, at some inconvenience to others. A bike lane will reduce risk. The lane needs to be physically protected by battens or cones, not just paint. Paint is not protection.	
Susan	Guscott	Yes		
Mark	Le Masurier	Yes	The provision of a safe space for uphill cyclists is essential even without the new normal of social distancing. Slow bikes on the hill are always a hazard to road vehicles with many children taking to the opposite pedestrian pathway in seek of a safe haven - this should have been undertaken sometime ago and is now even more of a requirement.	
Jen	Jewell	Yes	Excellent idea, facilitating more active travel and public use of space.	
Katherine	Campbell	Yes	Making cyclists feel safer about the commute will encourage more people to cycle which is what government is encouraging during the transition. During lockdown there has been an upsurge in cycling. As a city we should embrace this and provide ratepayers and families a safer cycling routes to connect Brooklyn to the city.	
Angelique	Praat	Yes	This would make cycling on Brooklyn Hill so much safer and more appealing to a range of people.	
Lisa	van Hulst	Yes	Anything to make our roads safer for cyclists.	
Alison	Ballance	Yes		
Matthew	Bartlett	Yes	Very excited about all these proposals. Partly because they appear to be necessary to preserve physical distancing at this time, and partly because I think they'll encourage more walking & cycling, which is great for health & emissions (bearing in mind the city's emissions reductions goals).	
SALENA	DAVIE	Yes	Our family of 4 all cycle as a form of transport and for recreation. I appreciate all improvements towards a more cycle friendly city. During level 4 and 3 I observed how many more people were out walking and biking in Wellington. It was great. This a perfect opportunity to establish what a more sustainable and cycle friendly city could look like.	
Judy	Ryan	Yes	Be even better if the lane started closer to the intersection of Willis and Webb as there are two very narrow lanes there and that is the most dangerous part of the route for cycling at present.	

Brooklyn Road - TR99-20

Anna	Ferguson	Yes	I wholeheartedly applaud the Council on the proposed cycleway up Brooklyn Hill- the cycle way would allow and encourage safe cycling in our city. Anything that moves our city away from a reliance on cars must be the priority for our Council.	
Carl	Howarth	Yes	I was concerned to read "If approved, the proposal will be installed within the next 3 months." This is required immediately.	
Rhedyn	Law	Yes	I am concerned about the time frame for installation, 3 months seems like an excessive amount of time and these temporary facilities should be installed immediately. It is also concerning that Wellington Council needed the push of a pandemic to prioritise pedestrian and cycling facilities.	
Julie	Williams	Yes		
Tom	Whiteford	Yes	I regularly travel to and from work in the city to home in Morningside via Brooklyn Hill. Riding up this hill is an arduous yet satisfying way to finish the working day. However, it is also unsafe and unhealthy when sandwiched between heavy vehicles headed to the landfill and parked cars, whose doors you never know whether they will be flung open in front of you. This is especially true as many of the cars parked in this area are also driven by commuters working the similar timetables as the cycle commuters. Dedicating the south bound, left hand side of the road to cyclists would be a great way to reward the effort of those cyclists in contributing toward their and others physical, mental and environmental health. encourage others to join their ranks and cause minimal disruption to other road users.	
Julia	Congalton	Yes	I endorse the pop up bike lane, and even think it should be permanent. There is a much increased need for safety on this road for cyclists, drivers and buses - a separate bike lane would do this. There is so much space to move the lanes over that makes this very possible to move the lanes west. The space on the west is poorly used by people selling cars, real estate trailers. I am happy about the coupon parks going because they encourage people to drive in from other suburbs and fill up the Brooklyn buses so it is hard to get on them. The new lane would encourage a lot of people nervous currently about biking to try biking to town and school. It would definitely be a lot safer, especially crossing over Nairn Street and Washington Avenue. It would also increase safety next to double deckers. Private cars drive up this hill very fast as do trucks going to the landfill, so the bike lane would encourage safer speeds. PS We also need a pedestrian footpath on the west side of Brooklyn Road between Nairn Street and Ohiro Road to stop kids walking across Brooklyn Road opposite Roger's corner - so this could be put in too at the same time. There is HEAPS of space!	

Brooklyn Road - TR99-20

Steve	Manning	Yes	This has to happen, the world has changed and we need to embrace a low carbon economy. These small step proposals allow easy-wins and encourage increased cycling uptake across Wellington. Increasing numbers of cyclists in turn results in a 'safety in numbers' effect, and safer roads for minority users.	
Isabella	Cawthorn	Yes		
Kath	Haines	Yes		
Sonya	Bissmire	Yes	I cycle commute on Brooklyn Road every day. While I have gotten used to the heavy traffic and heavy trucks, I remember how daunting it was at first, and is likely to put others off. Cycle commuting is such a joyful way to get to work and I would like to support any initiative that encourages people to get on bikes. It would be great to support more high school students biking to school and that is a route they would use. I understand that a small number of residents will be inconvenienced and will no doubt kick up a fuss. But low carbon transport needs to be actively encouraged to address climate change, and separated cycle lanes are the best way to do this. Personally I don't feel that road markings create any feeling of safety, and I have often had to remind drivers and moped users that they don't belong in the painted bike boxes. Let's leverage this crisis to help shift people's thinking away from jumping in their cars. The risk is that Covid actually leads to an increase in driving as people turn away from crowded public transport. I applaud these initiatives and hope the council and councillors continue with more bold action to support cycling.	
Hannah	Harland	Yes	Great idea to make cycling more accessible and safer up Brooklyn hill.	
Richard	McMillan	Yes	I usually cycle this route daily. It would be good to remove the pedestrian island pinch points while at it.	
Jule	Hartung	Yes	I think this is an excellent idea. we are keen cyclists and always find Brooklyn Road quite intimidating and unsafe, especially with all the trucks going to landfill and many cars going quite fast up the hill. I really hope this happens. Thank you	
Otto	Smale	Yes	Hi, I am a Wellington College student living in Brooklyn. I would love this to happen. So far Brooklyn Hill Road has put me off cycling to and from school. I just find it too dangerous, especially with all the trucks and speeding cars. I know this would only be on the uphill lane, but I think it would make a huge difference to me. I would love to join the growing number of cyclists in Wellington especially with the limited space on public transport. Please make this happen. Thank you.	
Heidi	Smale	Yes	Hi there, I live in Brooklyn and would love this to happen. I would love to join the growing number of Wellington cyclists, especially with the restrictions on public transport at the moment. Brooklyn Hill has so far put me off, but this would make a big difference. Yes, yes, yes! Please.	

Brooklyn Road - TR99-20

Tom	Kriha Goldstein	Yes	As a motorist and cyclist I strongly support separated cycle lanes to make cycling safer. As a Brooklyn resident I commute by bike along Brooklyn Road daily and have had many near misses from cars and trucks over the years. As a motorist I rarely use the overtaking lane because it's almost never safe to do so. Even passing a slow truck requires passing over the speed limit. It's really not needed. It's only a short road. It's not like you're going to be stuck behind a truck for an hour on a narrow state highway.	
Samuel	Ames	Yes	It would good to be able to ride to karate, tennis and school safely with a bike lane on Brooklyn hill safely and not ride on the footpath as I am scared of the buses	
David	Ponting	Yes		
Paul	Gardiner	Yes	I support this measure 100%, and very much hope that changes remain after the COVID-19 recovery. Brooklyn Road / Hill is a dangerous and intimidating place to ride a bike. A separated cyclepath is much needed. This is especially so with the increase in numbers of cyclists as a result of e-bikes and the encouragement of active modes of transport as a response to climate change. The double lanes between Nairn St and Bidwill St serve no purpose now that the old electric busses are obsolete. The additional space only encourages drivers to speed and try to pass one another, increasing the consequences for vulnerable road users if hit. Related to this resolution, the intersection between Brooklyn Rd and Ohiro Rd is extremely dangerous with the sharp corner, lack of sightlines, speed of road users, very high numbers of heavy vehicles, vulnerable road users and pedestrians wishing to cross and enter Central Park (which should be encouraged). Is there a way that the intersection could be redesigned to prioritise the safety of people and the community and not just the speed at which heavy tucks can get to the landfills? As a recent returnee from overseas, I am constantly amazed at how much priority motor vehicles receive in this city at the expense of people.	
Tessa	Evans	Yes	I think this is a great idea and could be enforced permanently. There is usually a wide enough space for cyclists heading uphill, and this won't really change that. The main pinch point cycling up Brooklyn hill is from between Washington Ave and the crest of the hill - which I can see will be improved with your suggestion of removal of car parks. The last stretch of the incline gets very narrow as the road goes through the cutting, which is confined by the width of the road - this change won't do anything for this issue. The other main barriers for cycling up- and downhill on Brooklyn rd are the concrete barriers on the verge. There is a large verge on either side of the road which essentially form their own bike lanes but these concrete barriers force riders to join in and out with the flow of traffic, which is much more dangerous than simply riding in the flow the traffic.	

Brooklyn Road - TR99-20				
Caroline	Robertson	Yes		
Sam	Somers	Yes	If the space can be provided, would removing the median by the existing passing lanes, to make it a slow vehicle bay/ bus stop layby/slip lane for Bidwill Street traffic to merge in. Brooklyn road has a lot of truck and they are the only reason for the current passing lanes, as if you are using it to pass cars, you are likely over 50km/h. Use line to push traffic into the right lane, and have the lanes in the slow vehicle bay, making it you need to indicate to get into it, rather than automatically put into it. No other suggestions	
Sophie	Ramsay	Yes	I have cycled to and from my central city job from Brooklyn for over 15 years and wholeheartedly support this initiative. I know of many people who have commented they are considering commuting to cycling but do not feel our roads are safe enough for cyclists to do so. As a regular cyclist up Brooklyn Hill the main points where I feel unsafe are: the bottom of the hill just past Webb St due to 4 lanes on a narrow piece of road complete with bus stop. The section just uphill from Washington Ave intersection where the road narrows due to the pedestrian island. This is adjacent to parked cars and offers little leeway for parked car + cyclist + moving vehicle + island The top corner where Brooklyn Rd connects with Ohiro Road, this is a steep corner which cars and buses inevitably take too close to the curb.	
Richard	Goodyear	Yes	Please just do it. Even this change is so minor compared to what is happening internationally. More bike lanes, more walking. Liveable cities. the evidence is overwhelming. I am just so saddened that this is all we can drum up. Cars are the default in Wellington and yet you have already been told in the LGWM feedback that the majority of Wellingtonians want this. Please just get on with it. Don't make it temporary, be more ambitious. Please see what London is doing. There changes are light years ahead and they will be in place in six weeks. Ok that is my rant.	
Todd	Hayvice	Yes	I ride up and down 5 days a week and have not had an issue, however it will encourage more people who are scared because of the cars and trucks to get out and ride, instead of using their car.	
Tim	Gittos	Yes	Please make permanent	
Rory	Pollock	Yes	I am very happy to see this plan. A cycle lane up the hill will make me much more likely to bike. Add the reduction of parking and the passing lane is a small price to pay.	
Lewis	Thomson	Yes	I bike to school along this road and these changes would make it safer. I also have friends who might not be able to catch the bus at this time. But they would not feel so safe cycling. By introducing a pop up bike lane they would be more likely to bike as well.	
Christine	Whiteford	Yes		
Mark	Murphy	Yes		
Peter	Woods	Yes		
Sonya	Cameron	Yes		

Brooklyn Road - TR99-20

Max	Bloomfield	Yes		
Asher	Emanuel	Yes		
Errol	Greaves	Yes	Excellent improvement. It will make this ride so much safer.	
Phillip	Stallworthy	Yes	I strongly support this proposed change and I urge the council to make it permanent. Walking and cycling are obviously future transport solutions and we should take this opportunity to encourage and facilitate them.	
Tim	Riding	Yes		
Andrew	Roxburgh	Yes	The uphill bike lane on Crawford St is great and this seems similar. Nice one.	
David	Laing	Yes		
Dr George	Preddey	Yes	Cars have no future in a carbon-zero world. In many respects the climate crisis is magnitudes greater than the covid-19 epidemic.	
Diego	Navarro	Yes	i agree with all this in principle - i do appreciate the idea of more bike lanes and expanded/extended space for pedestrians - but i am concerned about parking. if the city council is going to introduce these new pop up lanes to accommodate more cycling and walking then i believe it is equally their responsibility to provide solutions for the parking issues this is going to cause. We live at 92 Nairn Street - however we have are in such a location where we have more convenient access to Brooklyn Road (67 Brooklyn Road to be exact) - our home is almost exactly between the two streets - Nairn street and Brooklyn road - we have a driveway leading up to our house from 67 Brooklyn Road and parking in front of our house which upon until a year or two ago was ideal - as our car was off the street - providing more space for cyclists and pedestrians - however because of a decision beyond my belief and imagination the council decided to close this driveway and block the parking - forcing us to park on the street - and now the council is saying dont park on the street - so please let us know where we should all move our cars - cause and effect are in play here - moving all the on-street parking off Brooklyn Road is going cause issues - pressure points - somewhere else. and massive inconvenience for all the people living in this area. So again - in theory i would love to see more bikes and walkers and less cars - i hate the cars and traffic to be honest - but we need them for things like grocery shopping and other things and as a consequence we need parking spots. So where does the city propose all the cars go when the pop up bike lane is introduced?	
Irina	Ilyushkina	Yes		
Simran	Rughani	Yes	We need to encourage more active transport, especially now that buses have limited capacity. So, I support more bike lanes.	
Oscar	Damerham	Yes		
Paul	Campbell	Yes	Provide a safe route for increasing amounts of cycling commuters and will encourage more in the age of e-bikes to leave their car behind.	

Brooklyn Road - TR99-20				
Jake	Roos	Yes		
Jacquie	Bown	Yes		
Sophie	Auckram	Yes	Cyclists need more space in this area so a pop up bike lane is much needed	
Anna-Mareia	Hammond	Yes	Cycling should be supported permanently to encourage healthy lifestyles and to keep cyclists safe. The number of huge, heavy trucks which frequent this stretch of road is dangerous and scary for cyclists. Driving should be discouraged for all but the elderly, those with disabilities and those with small children. We must lower our GHG emissions in NZ.	
Andy	Cameron	Yes	I cycle this route on occasion - this is a solid proposal. There will need to be some care taken in the design of the intersection with Bidwill St as cars turning out of there will need reasonable space to move.	
Kit	Withers	Yes		
Joan	Waldvogel	Yes	Will this be two way lane for bikes?	
Libby	Grant	Yes	The proposed changes are a practical and sensible way to respond quickly and effectively to the challenge of maintaining social distancing during this COVID-19 pandemic. During the lockdown more people than ever were out in their local areas exercising - walking, running, cycling. It is vitally important for the wellbeing (both physical and mental) of the population that people can exercise safely and keep socially distanced. I personally walk every day and have found it impossible at times to maintain social distancing without stepping out on to the road and risking injury or worse from cars. The proposed changes will make Wellington safer for everyone. However, there must be a good resolution at the top of Brooklyn Rd where it meets Ohiro Rd so that cyclists can cross safely to go down Ohiro Rd. At the moment this intersection and the area from the intersection to the Brooklyn shops is very unsafe for pedestrians and cyclists. There is no crossing for pedestrians from the west side of Brooklyn Road to the east side, pedestrians walking up through Central Park are unable to cross safely to the east side of Brooklyn Rd. There is also no safe way for pedestrians to walk from this intersection keeping on the west side of Brooklyn Rd to the shops as there is no footpath. These changes should be accompanied by other simple changes such as slowing all traffic to 30km in the city, changing traffic lights so that they are automatically triggered by pedestrians thus avoiding the need for pedestrians to have to touch the button at the lights. Pedestrians should also be prioritised at traffic lights to ensure they do not have to wait. This will encourage more people to walk and leave their cars at home making our city streets quieter, safer and cleaner (less traffic related air pollution)for everyone.	

Brooklyn Road - TR99-20

Tracy	Millar	Yes	While not a cyclist, i am regular walker down this road and I drive on this road every day to my home. It has lots of large trucks that travel up and down the road at quite a fast speed and also lots of cyclists going up and down. The number of cyclists that are using this stretch of road has definitely increased over the last few years and I have also seen a large increase in electric bikes. If there was a dedicated cycle path , I would seriously consider getting an electric bike as at present I think the mix of traffic going up and down is too dangerous for me. While parking will be removed, most is not for residents but workers parking there to avoid parking fees in town. I think its a great idea to have a pop up to test before things are set in concrete and conflict occurs as has happened in Island Bay.	
Gareth	Brazier	Yes	As a daily commuter by bike, would love to see the infrastructure improved to support this.	
Melissa	Brazier	Yes	Great idea	
Laura	Cooper	Yes	Totally supportive of this initiative to give additional space to cyclists and walkers. We need more of this!!!!	
Valerie	Love	Yes	Totally agree - making more room for cycling and pedestrians is vital.	
Philip	Tremewan	Yes	These are excellent proposals. But I do think they should go a whole lot further. These changes are just a fraction of what is needed.	
Arthur	Price	Yes	Please make this permanent	
Phillip	Tai	Yes		
Kamaea	Tukaki-Gallagher	Yes	Would like there to be more safety for bikers especially as large trucks use the road to get to the Southern Landfill.	
Victoria	Cleal	Yes	This is a very dangerous road for cyclists - this should be a permanent lane.	
Janeane	Summerfield	Yes	Great initiative	
Ina	Werner	Yes	Implementing bike lanes and temporary footpath extensions aligns with the international best practice we have seen from cities responding to COVID-19 around the world, including Auckland and Nelson. These projects will provide a sustainable and healthy option for commuters and leisure users alike	
Simon	Reed	Yes	Worth a go	
Sarah	Wallace	Yes		

Brooklyn Road - TR99-20				
Nick	Kirkman	Yes	Make it permanent, and separated. Honestly stop dicking around and copy best practice. We know what that is; physical differentiation and seperation. On central city roads this basically means a wider, two tiered sidewalk. Where there is space out of town it should be a cycle lane away from the road wherever possible. Follow grading rules so young kids and older people can realistically get around. Integrate routes with the bus and train networks and make it easy to take bikes - this already isn't bad but capacity worries stop commitment. The acceptance criteria for a good bike lane is: - I am happy my 6yr old can ride in it. - At a minimum, a car has to ride up a curb to access the bike lane. - I don't get excessively wet or muddy in bad weather (well drained, hard, clean surface)	
Leanne	Arthur	Yes		
Jon	Parker	Yes	I ride to and from town a lot. I have noticed more and more people riding up Brooklyn road. because there is no bike lane and lots of traffic 4 years I have ridden up ohiro Road on the footpath because that feels far safer with no trucks on Ohiro Road. I would ride up Brooklyn Road if there was a cycle Lane. The current passing Lane arrangement seems to encourage. There seems to be plenty of room on Brooklyn Road so it's making it happen.	
Jake	Chapman-Olsen	Yes	Looks good. Hope it becomes permanent	

Brooklyn Road - TR99-20

Elizabeth	Bowen	Yes	I am a regular user of the road - as a car driver, cyclist and walker. I believe this proposal achieves a better balance for all road users. As a regular driver on the road - I rarely see trucks going significantly less than 50km/hr. If I am stuck behind a slower truck because of no passing lane, this would only delay me 30 seconds. I am prepared to live with that. If vehicles are forced to slow down it will make it safer for those walkers (mainly school children heading to colleges) crossing at Bidwill St intersection as currently they are crossing three lanes of traffic some going 65 km/hr. I'd love for there to be a protected lane in place for my kids and their friends to ride on. Leveraging government funding seems like a perfect opportunity. I've heard from many who have started cycling during lockdown when roads were quiet and want to continue now, but don't feel safe. As someone who bikes up here on my daily commute, this looks really, really great. The CBD will soon mostly be 30km/hr and so is Brooklyn village, so a stretch of 1200m of cycle lane between these two slow vehicle zones makes a lot of sense, especially as bikes are mixing with heavy vehicles heading to the three landfill sites along this route. Maybe if Island Bay had an opportunity for a cheap trial they would have arrived at a better solution before spending big \$? Trying to ascertain if there is someone in a parked car about to swing their door open and force me into the path of a vehicle (which is often a big truck heading to one of the three landfill sites) is the worst part of the current situation. I like the idea of cars being (occasionally) forced to slow down behind a truck or car. So often cars will overtake 50km/hr trucks or cars at 60-70km/hr (I know that from driving in the slow lane at 50km/hr). They often only just make the overtaking manoeuvre creating a dangerous situation as lanes merge. This is a great idea to	
Thom	Taptiklis	Yes	All the way up please!	
Hannah	Temple	Yes	I am a regular user of the road - as a car driver and walker. I believe this proposal achieves a better balance for all road users. If vehicles are forced to slow down it will make it safer for those walkers (mainly school children heading to colleges) crossing at Bidwill St intersection as currently they are crossing three lanes of traffic some going 65 km/hr. Increased safety for cyclists. Encourage more people to cycle and less cars on the road. If there was a designated safe cycle zone I would be more comfortable for my children and I to cycle. Encourage to test it out and see what the results are.	
Maira	Smith	Yes	I cycle to work most days, and have had some near misses with trucks and cars on Brooklyn hill. The trucks heading to the tip are a particular issue as they fully loaded and can't or won't slow down for cyclists, even when the road narrows. This means that they pass very close to you at 50km/hour. If you're heading round a bend, their trailers pass even closer. I also drive a car, and don't think we particularly need two lanes or coupon parking in the proposed location of the bike lane.	

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Lennox	Lynch	Yes		
Sergio	van Dam	Yes	We need more experiments in our policy. We need citizens to spend more time outdoors and doing exercise - for physical and mental health reasons. We need to reduce our dependency on cars, especially carbon powered ones,	
Jeremy	Baker	Yes		
Tessa	Johnstone	Yes	Wellington's lockdown demonstrated to me what can happen in our streets and communities when cars are left at home. Families, children, older people, all people feel excited and safe about heading out on to the streets on bikes and scooters and as walkers. When the infrastructure is there (or as in lockdown, when the cars are not there) people embrace active modes of transport. We need more than empty encouragement from council and government to do it. We need infrastructure that keeps us safe while we're doing it. The temporary cycle lanes you've proposed are not only a sensible public health measure for a pandemic, but for a future in which we want our communities and our environment in good health. These proposals are great, but the bare minimum we can do - there are some incredibly dangerous roads in Wellington city, and it's about time we prioritise cycling and walking on those roads, not fast moving traffic or parked cars. Specifically, I would like to see a pop-up lane from Island Bay to Owhiro Bay around the South Coast added. The temporary 30km/h speed restriction has been ineffective to say the least, and the only real way to make it safe is to reclaim some space on the road for cyclists and leave the footpaths to walkers. I support the existing proposals, and support them being in place permanently. I urge the council to fast-track other, heavily consulted and long-postponed cycling infrastructure projects like Newtown Connections.	
Joanna	Laurenson	Yes		
Rory	McGirr	Yes	Before embarking on this project it would be good to see you enforce existing bylaws such as parking on footpaths on Ohiro Road south of the shops to nearly T&T landfill that was almost completely blocked during lockdown and there continues to be cars on the east side footpath adjacent to the old Masonic Lodge building site. This means pedestrians need to walk on the road to maintain social distancing.	
Chris	Owens	Yes		
Dayle	Vavasour	Yes	I support these measures to make social distancing safer and easier for cyclists.	

Brooklyn Road - TR99-20

Andrea	Knox	Yes	I support this change as a step in the right direction. Before COVID I was cycling to work via Brooklyn Rd once a week. I am now doing this 5 times a week and I intend for this to be a permanent change (beyond COVID). The proposed change is a step in the right direction but I would like it to go further, as follows. (1) The new lane should be permanent. (2) The much more difficult areas north and south of the proposed lane should also get cycle lanes, including Willis St (from the junction with Nairn St onwards), upper Victoria St (between Abel Smith and Webb Streest), and Ohiro Road between Brooklyn Road and Cleveland Street. With their heavy traffic, carparks, narrowness and bus stops, these sections of road are currently much more difficult and dangerous to cycle than the stretch of Brooklyn Road covered by the proposed pop-up lane.	
John	Brooks	Yes	Generally supportive. One concern would be impact of Bus breaking down on the hill restricting traffic. Is there enough room should this happen? The section from the Bidwell turnoff to Washington Ave always feels the most lethal section if cycling.	
Gerald	Parsonson	Yes	I think this is brilliant and very forward thinking, it encapsulates Covid health and safety, road safety and public health, while also sowing the seeds for lowering carbon emissions going forward. People who I work with cycle up here (electric bikes) and there is risk with the speed of the cars. Many vehicles treat the double lanes as passing lanes and travel over the speed limit. Making this a temporary cycle lane will be a great way to test the waters and hopefully get more people cycling. There will be the inevitable push back from motor vehicle drivers, but we really need to be shifting our priorities to incorporate public health and sustainability into these decisions, and to reflect the real declarations of Climate Emergencies and what NZ signed up to in the Paris Accord.	
Bronwyn	McDonald	Yes	This is essential for the safety of the increasing number of cyclists. Removal of coupon parking on the eastern side of the Brooklyn road will have no impact as few or no people park there. Removal of the passing lane is a good move to reduce speed up the hill. Drivers see this as an opportunity to use the accelerator which gives very little advantage to the passing vehicle but increases risk for vehicles/users. Buses may be an issue if the bus stop isn't designed well.	

Brooklyn Road - TR99-20				
Steve	Sutton	Yes	A cycle lane up Brooklyn hill is logical and long overdue. There is no specific need for two traffic lanes up this road, as traffic if restricted to one lane at the bottom and again just past Bidwell Street intersection. There have been a growing number of cyclists using Brooklyn road, especially e-bikes. A dedicated lane for cyclists will provide greater seperation and comfort for cyclists, esepcially with the continued use of the road by large trucks on their way to the Southern Landfill. Loss of existing parking spaces may be a problem to people relying on this, but encoraging cycling is ultimately better than keeping barriers to cycling.	
Thomas	Kay	Yes		
Craig	Ward	Yes	Yes! Fantastic idea get it done WCC, I've had some many close calls commuting home by bike on this road. Please pay close attention to how you're going to manage the cycle lane past the bus stop - the Victoria St one is a death trap.	
Kaya	Shlomi	Yes	Strongly support this change. Brooklyn is so close to the city but often can feel completely cut off because there's no safe way to get there by bike. A safe bike lane up the Brooklyn Hill would create a real alternative to driving into town and trying to find somewhere to park, or taking buses (which have reduced capacity due to physical distancing requirements).	
Stuart	McKenzie	Yes	This is long overdue. Many people use this route for normal biking and a growing number of electric bikes. The twin lanes are unnecessary...they contribute little to travel times and are often used as a race track. A safer route would encourage many more cyclists and therefore less carbon emissions.	
Shaun	Cornelius	Yes	This is much needed incremental improvement to an important cycling route. Brooklyn Road is widely used for commuting cycling in particular but is dangerous because of the heavy traffic and in particular large trucks going to the Happy Valley landfills. I strongly support the proposed changes	

Brooklyn Road - TR99-20

Phil	Clatworthy	Yes	<ul style="list-style-type: none"> As a regular driver of the Brooklyn hill and a cyclists who has cycled the route for many years I believe this proposal achieves a better balance for all road users and provides much needed safety for current and would be cyclists and walkers. It also continues us along the essential journey of making Wellington a more cycle friendly city. The current double lanes create a perverse incentive for cars to speed up - so that most do more than 50kmph on this stretch. If vehicles are forced to slow down, it will make it safer for those walkers (mainly school children heading to colleges) crossing at Bidwill St intersection as currently they are crossing three lanes of traffic, some often going 65 km/hr attempting to overtake trucks in a mad rush before the lanes converge again Perhaps to appease those who object to loosing 30 seconds of their day the right hand lane could be narrowed slightly and the left hand lane could be made into a slow vehicle lane where only very slow vehicles could use their discretion to pull to the left to allow others to pass. While they would share that lane with a bike lane at least this would limit the exposure cyclists would have to vehicles in close proximity- and they would only be slow ones. As for the loss of car parks I've never seen anything like 139 cars parked on the uphill side of Brooklyn Rd - hard to imagine there are nearly that many to lose. Nevertheless Brooklyn Rd is an arterial route and so the movement of people, bikes, buses, cars and trucks should take priority over nearby residents storing their cars. I applaud this initiative and am convinced this is the opportunity to make meaningful change to our transport options in a cost effective way. Seize it! 	
Marny	Dickson	Yes	I know of 2 horrific bike accidents on Brooklyn rd, and as such am strongly supportive of efforts to make my suburb - and the city - safer for cyclists and more environmentally friendly.	
Rachael	Jagger	Yes	Additional signage should be put in place reminding motorists that cyclists have right of way when cars are turning.	

Brooklyn Road - TR99-20				
Robert	BEVAN SMITH	Yes	A The cycle lane should be no wider than 1.5 metres. That is plenty wide enough for 1 cyclist. It is only intended to be for one-way use. B Remove the existing bulges in the footpath kerbs just before the bus stops. C Clearly mark the cycle lane for southbound/uphill use ONLY. D Start the cycle lane where the two road lanes merge into one outside No. 3 Brooklyn road on the southern side, opposite the Bus stop, and put diagonal white lines on the southbound inside lane to merge the two traffic lanes starting at the Nairn Street Junction. E Do not prohibit parking on the eastern side between the junctions of Nairn Street and Bidwell Street. Instead, make Brooklyn Road a single motor traffic lane alongside the centre line along its entire length and use the current left lane for cycling and coupon parking. Install a narrow footpath there (75mm?), with a 1.25 metre wide cycle lane alongside. Parking there is very useful for people using the football field above. Brooklyn road is plenty wide enough for that. F Consider extending the cycle lane southwards around the corner at the junction of Brooklyn/Ohiro road and extend it towards the '30' speed limit zone nearer the Brooklyn traffic lights. There are only a few parking spaces on that side. G Make this cycle lane PERMANENT.	
Michael	Hurst	Yes		
Susan	Wilson	Yes	This will make it much safer for cyclists travelling up the hill, thanks.	
Katie	Grealish	Yes		
Ella	Borrie	Yes	This is a very key part of cycle infrastructure in Wellington. I fully support it, and I hope it becomes permanent.	

Brooklyn Road - TR99-20

Ewan	MacMaster	Yes	In general, I am in firm support of the overall proposal. I note that the proposal is broad-brush only at this point in time, and in my view the nature of its implementation will have a large impact on its success (measured by its use and also its broader community acceptance). I'm a regular user of the road on bike, bus, car and by foot. I would categorise myself as a reasonably confident cyclist. I commute to and from my place of work by bike reasonably frequently. I otherwise walk, take the bus and sometimes use a car (in order of preference). I would like cycling to be a more attractive option for not only confident cyclists, but also for people who would like to get around by bike, but currently find riding a bike on the roads intimidating in Wellington. I am in general in firm support of the proposal at this point in the design process, and will remain so, as long as there is well-thought through resolution of the design detail at critical squeeze or junction points where various transport modes intersect. This is particularly at bus stops, intersections with pedestrian crossing island points, at bus stops and at intersections with other streets. I am not unduly concerned by the loss of the passing lane, but would, if possible, like to see a slow vehicle pull in bay (for traffic going uphill) established, even during the temporary cycleway. To be clear however, even if this were not installed, I would still support the temporary trial. I feel that including such a bay would be of large advantage however to the success of the temporary installation, and would remove a large potential reason for complaint by opponents. My understanding is that some of the central road markings would need to be redone to achieve this. If this is done, I would like to see the old markings sand-blasted off, not painted over. The reflectivity of the painted-over markings at night and particularly in the rain is a	
Leon	Moriceau	Yes		
Jason	Eady	Yes		
Nicholas	Huntington	Yes	Adding a cycle lane to Brooklyn Road would be a useful response to likely transport and traffic changes resulting from COVID. As a regular driver of the road I believe it is wide enough to accommodate the proposed lanes without having a noticeably detrimental effect on traffic.	
Joanne	Witko	Yes	What a fantastic idea.	
Greg	Williams	Yes	As a regular cyclist through Brooklyn this would be a great asset and make the ride safer.	
Paula	Warren	Yes	It will be important to ensure that bus users can safely enter and leave buses. The approach used in Victoria St is not acceptable.	
Yvonne	Weeber	Yes	Excellent idea and should be made permanent.	
Liam	Harrison	Yes	This is great, though would like to know: How are pop-up bike plans separated from road traffic for the safety of cyclists?	
Grant	Petherick	Yes	Make temp and perm please	
Tam	Cao	Yes		

Brooklyn Road - TR99-20				
Jane	Howley	Yes	I wish to express my support for the proposed changes to the layout of Brooklyn Hill Rd as outlined in TR99-20. The last few weeks have clearly demonstrated the interest Wellingtonians have for cycling. With less traffic on the roads this has been a relatively stress free activity but as traffic volumes increase it is important we find ways to make cycling as safe as possible over the next few months. Having a dedicated uphill cycle lane in an area with a high number of cyclists, and more importantly cyclists who have incorporated cycling into their daily commute, is very desirable. This proposal will make traveling up Brooklyn Hill Rd a lot safer for cyclists but will also reduce the stress for motorists that can be associated with following or passing a cyclist on a busy road. In particular the cycle lane will make sharing the road a lot safer on the corners towards the top of Brooklyn Hill Rd. The establishment of cycle lanes clearly signals to motorists that cyclists have as much right to be on the road as a car. Additional benefits of a cycle lane are as follows: â€œGiven the number of recreational cycling tracks accessible from Brooklyn, it will encourage more cyclists to visit the suburb which is good for local businesses â€œAt a time when places may be limited on buses it will help ease the pressure on public transport over the period we are subject to Covid restrictions â€œIt is a good alternative form of transport for those people nervous about returning to public transport who would otherwise use a car for their daily commute. â€œAny increase in cycling will help lower CO2 emissions â€œAn increase in cycling safety is likely to increase in cycling and a corresponding increase in the overall health of the community.	
Dean	Ford	Yes		
Byron	Camp	Yes		

Brooklyn Road - TR99-20

Ewan	MacMaster	Yes	In general, I am in firm support of the overall proposal. I note that the proposal is broad-brush only at this point in time, and in my view the nature of its implementation will have a large impact on its success (measured by its use and also its broader community acceptance). I'm a regular user of the road on bike, bus, car and by foot. I would categorise myself as a reasonably confident cyclist. I commute to and from my place of work by bike reasonably frequently. I otherwise walk, take the bus and sometimes use a car (in order of preference). I would like cycling to be a more attractive option for not only confident cyclists, but also for people who would like to get around by bike, but currently find riding a bike on the roads intimidating in Wellington. I am in general in firm support of the proposal at this point in the design process, and will remain so, as long as there is well-thought through resolution of the design detail at critical squeeze or junction points where various transport modes intersect. This is particularly at bus stops, intersections with pedestrian crossing island points, at bus stops and at intersections with other streets. I am not unduly concerned by the loss of the passing lane, but would, if possible, like to see a slow vehicle pull in bay (for traffic going uphill) established, even during the temporary cycleway. To be clear however, even if this were not installed, I would still support the temporary trial. I feel that including such a bay would be of large advantage however to the success of the temporary installation, and would remove a large potential reason for complaint by opponents. My understanding is that some of the central road markings would need to be redone to achieve this. If this is done, I would like to see the old markings sand-blasted off, not painted over. The reflectivity of the painted-over markings at night and particularly in the rain is a	
Carl	Rein	Yes		
Sarah	Martin	Yes	My kids and I would love to be able to bike up and down Brooklyn hill but it currently feels too dangerous on the road, and I feel bad for pedestrians when we bike on the footpath. Please make it permanent!	
Jez	Thomas	Yes	Fantastic; we desperately need to allow a safe ascent of this hill - people hardly use it currently as it's just too scary, especially as, when you're tired, your speed is slow, or it's windy you tend to zigzag all over the place, and drivers who are too close (most of them) may hit you.	
Allan	Wright	Yes	stop talking about it and do it	
Jacob	van Hulst	Yes	The more easily accessible cycling and walking facilities thee are promote a healthier and happier city.	
Owain	John	Yes	I've only skimmed through the proposed changes so can't give a full detailed review, but overall we so desperately need increased cycle access and prioritisation in Wellington that I imagine that these proposed changes will be most beneficial. Good luck!	
Marcelo	Fernandes	Yes	Sounds reasonable	

Brooklyn Road - TR99-20

Rachel	Musther	Yes	Strongly agree with this proposal, it will make a big difference for cyclists commuting to Brooklyn. Currently the volume of heavy vehicles using the uphill lanes means it is dangerous to cycle and off-putting to 'interested but concerned' cyclists.	
kris	bubendorfer	Yes	This is a very important road safety upgrade.	
Adam	Smith	Yes	This is great idea to help reduce the risk to cyclists. Long overdue and should be permanent.	
Eleanor	Harkness	Yes	I support the trial of an uphill temporary cycle lane with the following queries: - when will the trial end? - how will the public be consulted as to whether the trial of the cycle lane has been successful or if improvements can be made? - what criteria will the SPC Committee use to assess if the trial has been successful and the cycle lane be made permanent? - when will WCC look at the "pinch points" for cyclists at the start of this proposed cycle lane e.g. the area around the Webb Street/Willis Street/Brooklyn Hill corner? And the traffic island outside the vets at the bottom of the hill? These pinch points should be included in this temporary cycle lane trial in my opinion.	
Chris	Rosser	Yes		
Nicolas	zilliox	Yes	People who I work with cycle up here (electric bikes) and there is risk with the speed of the cars. Many vehicles treat the double lanes as passing lanes and travel over the speed limit. Making this a temporary cycle lane will be a great way to test the waters and hopefully get more people cycling. There will be the inevitable push back from motor vehicle drivers, but we really need to be shifting our priorities to incorporate public health and sustainability into these decisions, and to reflect the real declarations of Climate Emergencies and what NZ signed up to in the Paris Accord.	
Tony	O'Halloran	Yes	This is THE WAY forward for Wellington. This will allow us to get in and out from the city safely (both from cars and from COVID) and will set WLG out as a leader in the country. Great move!	
Catherine	Hay	Yes		
Mike	Taves	Yes	All the suggestions are reasonable, and have obvious safety impacts to cycle users. Furthermore, I do not see any impacts to drivers.	
Diana	Pryde	Yes		
Kerry	Shaw	Yes	Think this is a great idea but do have some concerns about the impact on residents parking.	
Chris	Watson	Yes	Longer would be Better	
Kurt	Lenfesty	Yes	I hope this becomes permanent. Making cycling and pedestrian travel better will make Wellington a more enjoyable place to live.	
Jon	Munt	Yes	The CBD will soon mostly be 30km/hr and so is Brooklyn village, so a stretch of 1200m of cycle lane between these two slow vehicle zones makes a lot of sense, especially as bikes are mixing with heavy vehicles heading to the landfill sites along this route.	

Brooklyn Road - TR99-20

Don	Montgomery	Yes	This would be brilliant, as having the two lanes going up brooklyn encourages cars to speed up the hill and cut in. As we do not have slow trolly buses on our roads anymore, trucks easily do the speed limit up the hill., I do not see a reason to have an overtaking lane up the hill. Given that I cycle up Brooklyn hill almost every day and have been clipped by a bus coming too close to me I strongly support the bike lane.	
Paula	Ryan	Yes	Absolutely! This is a no brainer. There's plenty of space. I ride up this hill almost daily. It will make it safer for cyclists and hopefully cut down on people speeding up the hill and forcing slower cars over into the path of bikes, especially buses!	
Darcy	Mandeno	Yes	This proposal would also have my support to make permanent, to encourage more folk to cycle. The shut down did seem to highlight that many folk would cycle more if there were less cars or maybe better/more infrastructure. Brooklyn is a suburb close enough to the CBD that could benefit from more cycling infrastructure.	
Leslie	Meek	Yes	Will this 'pop up' bike lane, in time, pop down? I think invoking Covid 19 social distancing guide lines rather disingenuous. Surely, wider pop up footpaths would help more people keep their distance, also. In truth, I have no strong opinion on the proposal itself, only doubts about the reasoning.	
Abha	Sood	Yes		
Thomas	LaHood	Yes	Do it. Definitely worth trialling approach to urban life that encourages less vehicle use.	
Dan	Sharpe	Yes		
Shaun	Rosier	Yes		
Henry	Tallott	Yes	I will use this pop up bike lane to cycle home from work. I'm very supportive, but find it peculiar you the council appear to be addressing the less risky section of this commute and ignoring the most risky. Have you reviewed accident data? The short section of Ohiro Road from Brooklyn Road to Todman/Cleveland is terribly dangerous for cyclists (both directions). More cyclists would be encouraged if car parking were allowed on one side of the road only	
Ciaran	Burroughs	Yes	I would like the road amended before riding up Brooklyn Rd, I would like a bus lane along Victora St starting at the intersection of Abel Smith St continuing along Webb St onto Willis St and the start of Brooklyn Rd. I currently avoid that section of road as there is no edge to the road to be out of the way of traffic, having a bus lane to bike in would make it safe to ride.	

Brooklyn Road - TR99-20

Blake	van Velden	Yes	I support the proposal of a temporary bike lane in Brooklyn. However I would like WCC to consider the flow on effects of this proposal on parking and traffic flows, namely on the stretch of road from the Ohiro Road-Brooklyn Road intersection down to Aro St. The majority of houses along that stretch of road only have on street parking - there is a risk that the removal of carparking spaces on Brooklyn Road would mean a lack of carparking spaces on Ohiro. Prior to non-COVID times, these spaces were already at a premium. The more significant risk from this proposal is increased traffic flows to the Ohiro Road-Aro St section, as cars avoid being slightly delayed on Brooklyn Road. A possible mitigation would be to install some traffic calming devices near the Ohiro Road-Brooklyn Road intersection, so that cars do not dangerously speed up and down Ohiro Road. Cars currently speed in this area as it is. If possible these risks should be monitored during the temporary bike lane, in the event the bike lane is a longer term initiative.	
Olivia	L	Yes	I whole heartedly support the changes laid out for Brooklyn Road. Having more bike lanes in general is great for the city, because it encourages cycling which is great for both personal health and the environment. In Lower Hutt, there are cycle lanes next to Avalon Park and this just makes cycling feel more appealing and safe because I'm not as worried about cars and accidents. Installing bike lanes will be great for both encouraging social distancing, and cycling.	
jenny	cossey	Yes	Yes cyclists need a safe way to get up and down the hill without motorbikes swaying across the road nearly hitting them	
Darryl	Gray	Yes	I believe the proposed changes will greatly increase cyclist safety to and from the Brooklyn area. The route is dangerous at present, with several points along the route that risk collision with cars – the proposed cycleway will remedy these issues. As a motorist too, I don't believe the changes will impact motorists in any significant way.	
Maas	Mollenhauer	Yes	High time	
Emma	O'Connell	Yes	Very pleased to see a bike lane proposed! I am an aspiring Wellington cyclist, having cycled in multiple cities overseas I have been daunted by the traffic, so this would be a great motivator. The reduced congestion would also be a big plus for the environment and people's health and wellbeing. It would be excellent if this could be designed with the community to avoid the Island Bay drama, could this be a temporary solution while a permanent one is found? Great initiative - thanks!	
Jonathan	Markwick	Yes	Strongly support this proposal, a route separated from traffic is necessary for the basic safety of people riding bikes or scooters up Brooklyn Road.	
Caroline	Shaw	Yes	I strongly support this bike lane	

Brooklyn Road - TR99-20

Laura	Pascall	Yes	this is something i would love to see normally so many people bike to and from Brooklyn/Kingston. i would like to bike as well, particularly at the moment, and this would help me feel a lot safer about doing this.	
Asher	Regan	Yes		
Mat	Marois	Yes	I support the pop-up bike lane and would support a permanent bike lane up along Brooklyn Road.	
Fiona	Hayvice	Yes		
jeremy	macey	Yes	I absolutely support improving safety (perceived and real) and usability for cyclists. I don't see a problem with losing the passing line overtaking trucks. They go nearly as fast as cars as it is. We should be nudging speeds lower, not encouraging them to stay high. If we agree that many trucks on inner city roads heading to landfill are a problem, perhaps it's worth addressing that underlying issue rather than counting ourselves lucky we have a passing lane for a short stretch of their trip. Cars are seldom parked on the uphill (south) side of the road. An exception is during sporting events, we can expect more cars looking for parks nearby. This should be possible. Generally I would like to see Wellington follow London and many other cities around the world making conditions better for those walking and cycling. For this reason I recommend the changes be made permanent. This should happen only after good consultation, especially as there are challenges on this road that will need good thinking to solve, e.g. for those crossing it to/from Ohiro.	
Frankie	Halsey	Yes	Kia ora, As a resident of the Brooklyn suburb and a cyclist who uses the Brooklyn hill to get to/from work I completely support the proposed changes. I believe the cycle path should be a permanent measure to ensure the safety of cyclists. From experience, people in vehicles do not slow down/keep space when they're coming up the hill and end up extremely close when overtaking. This is not only unsafe in normal circumstances but even more so now the country is trying to practice social distancing. I believe that more cyclists, although there are already a considerable amount, would use the cycle lane to get up the hill, instead of walking/cycling their bikes up the footpath. Those that don't feel it's safe to cycle up the road will have an increased risk of getting ill from a lack of social distancing if they need to walk their bike up the hill and pass a pedestrian. I believe the 'Get Welly Moving' initiative should not only be to those who live in the central CBD but to those who commute to work using more environmental measures. I hope that you consider the lives of the cyclists when making a decision on this, and to those who oppose this measure - what is 1 minute faster to get up a hill instead of the live of a resident of this country.	

Brooklyn Road - TR99-20

Natasha	Parker	Yes	I regularly visit the peninsula with my 13 year old son who I am encouraging to cycle on the road. This plan supports us in providing a safe environment to learn in. Plus the area is so picturesque and better enjoyed by bike than car. Thank you for taking the initiative.	
BARBARA	DEAN	Yes	I agree this would be a good idea if it encourages more people to cycle to work. Although the traffic fumes are pretty horrific cycling up behind uphill traffic. Also if more people are cycling up and down Brooklyn Hill, Willis St will need to be made safer for cyclists and cars and buses be more accommodating and forced to slow down ie no overtaking of cyclists down Willis St. As an alternative making a shared path for pedestrians and cyclists up Ohiro Rd (from Aro Rd) might be a better long term solution on a less busy road. If the footpath (which does not have large volumes of pedestrians) is flattened out to the same level as the road surface then a shared use path would enable more cyclists to use this road to go uphill. Currently the road is very narrow for cyclists to go uphill and they can't easily switch to the footpath to get out of the way when a car is coming as this is quite a step up from the road. In either event, I support encouraging safer cycling in the city for commuting to provide an alternative to commuters having to using cramped buses. Please also provide additional bicycle parking in the CBD as some employers/land lords still only provide limited cycle parking in their buildings.	
Odette	Brierley	Yes	I would like it to be two way, and permanent! There is well enough space on Brooklyn Road, if you removed the parking/shoulders on both sides, there would be space for a wide, two way bike lane, which would both be safer and make drivers recognise that cyclists deserve to be on the road just as much as them.	
Jonathon	Exley	Yes	Fantastic - please make it permanent.	
Simon	Barron	Yes	Fully support. I live at the top of the hill and often cycle this way. Cars do sometimes pass too closely, and travel faster than the 50km/h speed limit. Although not included with this proposed change, the left turn onto to Webb St is often precarious with cars wanting to overtake only to turn in front of cyclists carrying on straight to go up the hill. I now take the lane to prevent this, but I feel something could be done to make it safer for cyclists.	
Hannah	Fleming	Yes		
marita	Vandenberg	Yes	I want a safer city to bike to work in.	
Kath	Norman	Yes		
Markus	Landvogt	Yes	Happy with the proposal. However, there is a risk that cars are driving across the bike lane for the purpose of parking in the Western side. This might be dangerous for bikers.	
Mike	Nyland	Yes		
Stephen	Coppard	Yes		
Jinna	Zwanikken	Yes		

Brooklyn Road - TR99-20

Amelia	Bardsley	Yes		
John	Beaglehole	Yes	I entirely support this proposal. A wide cycle lane in an area where there is a substantial speed differential between cyclists and other traffic -- such as the Brooklyn Hill -- will make riding much more attractive. It would be good to see initiatives such as this on other uphill with heavy cycle traffic, such as Glenmore Street (where there could be a clearway, allowing for bus-stops, between Bowen Street and The Rigi, going uphill, from 4 p.m. - 6.30 p.m. during the week).	
Joanne	Davidson	Yes	This is a road I use a lot as a driver and would be happy to see some space put aside for cyclists on it	
Calum	Bradbury	Yes		
Stuart	Macandrew	Yes	On balance, I strongly support the proposal as it makes the to-Brooklyn route safer for cyclists with minimal adverse impacts. I am a Brooklyn resident and motorist, and a recreational mountain biker. I have commuted by cycle on Brooklyn road daily in the past (but am not currently). I am considering returning to cycle commuting, and the proposal would make this more attractive. * There are variations that merit further consideration for a permanent solution. The proposal does not address the pinch points at the bottom and top of the hill. However I recognise that this is a trial, is being implemented with a minimum of infrastructural change, and can be a journey towards an optimum solution. * I can see merit in the arguments in route variations. I often choose Bell Road myself for example. But the proposed route is the easiest gradient. And it is by observation the most commonly chosen route by current cyclists. * It has been obvious for some time that the number of cyclists on Brooklyn Hill is increasing dramatically. * There is a current boom in electric bikes. Due to some effort is involved, Brooklyn hill is exactly the type of route that electric bikes are suited to. * Uphill there is a large speed differential (larger than on flat routes) and the perception of risk by cyclists is exacerbated. Some degree of separation and bollard protection mitigates this, which the lane achieves. * There are few recreational riders choosing to ride up Brooklyn hill vs downhill. Youth and family cyclists are seldom seen. Predominantly Brooklyn hill is used by commuter cyclists. It would be great to see the route made more attractive to the wider community. * I believe there will be minimal to no impact to vehicular traffic. Duration is already regulated by the traffic lights at Cleveland St (and congestion) anyway. Brooklyn hill uphill speeds are already excessive. * It does	
Elliot	Blyth	Yes		
Walter	Somerville	Yes	From my running/walking viewpoint, this proposal has less of an impact than the others, but measures that encourage cycling should reduce the congestion through the CBD, which would benefit me as I walk through town (and others, and the people cycling, and the people in cars who have fewer other cars on the road)	

Brooklyn Road - TR99-20

Bridget	Bridgman	Yes	I believe that only by creating more safe bike routes are we likely to get more riders. Brooklyn Rd has an unnecessary passing lane which if used saves only a few seconds. We need more sustainable transport...I would bike if safer	
Rachel	Hamilton-Williams	Yes		
Joel	Latimer	Yes		
Alexander	Barendregt	Yes		
Nick	du Bern	Yes	I am a daily cycle commuter and I 100% support the proposed bike lane. Not only for social distancing but I have had many near misses with cars diving very quickly and very close especially hard on the shoulder on the corner just before Washington ave.	
Charlotte	Austin	Yes	Always in favour of safer roads for cyclists	
Daniel	Roberts	Yes		
Mark	Fletcher	Yes	I cycle up Brooklyn Road every day along with many others and more road space for cyclists is very much needed. The passing lane seems to be unnecessary so this is a great proposal. I am wholly in support of providing more cycling and micro-mobility infrastructure in Wellington. It was recently reported that the number of new e-bikes and e-scooters imported into New Zealand has hit a new record high of 65,000 in 2019, according to figures from Statistics NZ. This is clear evidence that there is high demand for active transport and this is growing day by day. What is lacking in our towns and cities is safe infrastructure for people to travel in a healthy and sustainable way. These pop-up bike lanes are not only good for those cycling and scooting but also for people walking and driving. It means fewer cars on the road and pedestrians being more confident that they aren't going to be knocked over by someone on a scooter or bike. We need a connected active transport network that gives a great level of service if Wellington is going to fulfil its Long Term Plan aspirations of being a connected, people-centred, dynamic, eco-city and these are steps in the right direction. Thank you.	
Lianne	Cox	Yes		
Amelia	Vincent	Yes	I love the freedom and safety to use my bike more - keeping up habits started in lockdown!	
Lenette	Breytenbach	Yes	I'm very pleased to hear that the local government is taking the COVID pandemic seriously and factoring in everyday risk factors in their decision making. Thank you for taking the time to make the city safer to move around, especially from the perspective of a disabled and immunocompromised individual.	
Anthony	Edmonds	Yes		
Philip	Wallace	Yes		
Malcolm	Reid-Tait	Yes	Having cycled the Brooklyn Hill over the last 20 years it is about time consideration is given to cyclists. Brooklyn Road is wide enough to accommodate a dedicated cycle lane and other traffic.	

Brooklyn Road - TR99-20

Merewyn	Groom	Yes	Hope it becomes permanent, please make Wellington more pedestrian and bike friendly
Darryl	Carpenter	Yes	This is a very good option for COVID-19 social distancing purposes and then beyond that once the restrictions are lifted (L2 and L1)
Jayde	Flett	Yes	Yes! It is much easier biking uphill when there is separated space to stay out of the way of cars (e.g., like on the road from Kilbirnie to Newtown with the roundabout).
Michael	Smale	Yes	There is plenty of space for a bike lane, and traffic goes very quickly up and down this hill, so it would potentially save lives to install a bike lane here.
Glenn	Henderson	Yes	Spend the money and do it properly.
Raymond	Kemp	Yes	
Tom	Harris	Yes	Makes sense, very scary stretch of road for a cyclist as it stands.
Will	Moreland	Yes	
David	McGahan	Yes	I support TR99-20. My only concern is if there's sufficient signage and warning to motorists on Washington Ave and other intersections, in case drivers aren't taking care to look both ways before pulling out.
Sam	Gwynn	Yes	I believe that creating cycleways is a good way to make social distancing easier for cyclists and pedestrians.
Ed	Bedwell	Yes	
Leslie	Alldridge	Yes	More bike lanes is better. As a driver I don't want to run anyone over.
Joanne	Hamilton	Yes	Should have way more of these permanently. Bikes, scooters, skateboards need to be separated from walking as well. The volume of bikes, scooters, skateboards etc is to large to keep walkers safe but still needs to be strongly encouraged.
David	Charlton	Yes	
David	Klein	Yes	This is great though a much greater improvement would be if it connected to the Victoria St cyclelane
Fleur	Goddard	Yes	I support this change. Since the pandemic, I now bike to work as well as into the city whenever I need to go. I expect I will keep this up even when we move down the levels and it would be good to make it safer for cyclists.
Simon	Gow	Yes	Any proposal to encourage safer riding in Wellington is welcome.
Mike	Mellor	Yes	A good idea, but it's not clear what will happen to the bus stops that look as if they will be affected. They need to continue to be there.
Daniel	Clendon	Yes	I live in Brooklyn and have lots of experience with this road. I think the changes will be very positive and add to safety up this busy road for cyclists.
Ozzman	Symes-Hull	Yes	
Aileen	Campbell	Yes	So long as this is intended as a single direction cycle lane, and it is possible to sweep glass and gravel from the cycle lane then I think this is an excellent place for a temp cycle lane
Adam	Cheney	Yes	Should be permanent.
Mike	Harris	Yes	

Brooklyn Road - TR99-20				
John	Barber	Yes	Great idea and should be permanent.	
Andrew	Chisholm	Yes	On further reflection, loss of so many car parks on Brooklyn Rd seems a big number and worth trying to avoid. Please consider using Ohiro Road for the cycleway. Except for the bottom of Ohiro Rd, space exists next to the footpath on the Central Park side to make an easy cycleway for most of the route. Coming from Willis St would require travel through Aro St and the very narrow bottom of Ohiro Rd. Possibly the route could come up the road there, or maybe those car parks could be removed and give much more safety to cars passing two-way on this stretch. Another choice could be to have the cycleway come in through Central Park and follow a graded track up to Ohiro Rd just above the narrow section.	
Tom	Robinson	Yes	The Council's taken so long, we're already down to level 2. Why rush the consultation now?!	
Garth	Bates	Yes		
Aaron	Miller	Yes		
Michael	Peszynski	Yes		
Lyndsay	Mountfort	Yes		
Dan	Hunt	Yes	Gives a safe way to move cyclists from the traffic flow, allowing safer driving from motorists who aren't trying to pass under pressure. Second uphill lane seems to only encourage people to speed to get past other cars, so not really much of a loss. Will give more accessibility to Brooklyn via bike. Separation from trucks and other large vehicles will also be much appreciated.	
graeme	Campbell	Yes	Fully support the change. I believe it should start at the Willis/Web St intersection and finish at the Ohiro Bay/Todman St lights in Brooklyn. I do not understand why it starts part way up by Nairn St or finish at the Ohiro/Brooklyn intersection	
Kain	Glensor	Yes		
Jessica	Emde	Yes		
Marianne	Elliott	Yes	As a local Brooklyn resident I bike up and down Brooklyn Road, I drive up and down and I also walk up and down, usually with a baby in a stroller. I find biking up Brooklyn Rd frightening at the best of times and think that a pop up lane is a great way to provide more safety for cyclists and also to test how it works overall, with a view to potentially making it permanent. I am very much in support of this proposal.	
Jess	Berentson-Shaw-shaw	Yes		

Brooklyn Road - TR99-20

Reuben	Ferguson	Yes	While the proposed change is intended to be temporary, I think WCC should show true leadership and make the change permanent. This would align with Council's stated objectives for improving the city, and support community aspirations for a more liveable and humanised city. Please remember that our city's streets exist to provide for the movement of people and goods, not the storage of stationary machines at public expense and to the detriment of public mobility. The present situation provides a great opportunity to re-imagine our city as a place with genuine transport choices for people of all abilities. The Brooklyn Road cycle lane is a great initiative; making it permanent would help make Wellington a truly modern city.	
Glenn	Jones	Yes	Support on basis of safety, at present this route is hazardous and a risky place to cycle	
Clea	Matthews	Yes	Generally in favour of bike lanes and anything that encourages active transport and fewer cars	
Pip	Bennett	Yes	Including a pop up lanes is a smart and safe idea for cyclists	
Tara	McDonough	Yes		
simon	Hales	Yes		
Russell	Silverwood	Yes	I regularly travel between my home on Ohiro rd and town by both bicycle and car, using Brooklyn rd as my main route. While cycling I regularly experience unsafe overtaking by vehicles coming up Brooklyn Hill and would love to see improved safety along this corridor. I believe any delay resulting in the inability to overtake slow vehicles will be minor and conclusively offset by the increased safety for cyclists. I also note the frequency of vehicles travelling in excess of the speed limit, often significantly over, using the second lane to overtake vehicles travelling at the speed limit. I suspect that removing the second lane will also see less dangerous driving along this stretch.	
Joshua	Thurston	Yes	I support this though planning should ensure good visibility for vehicles as lanes merge and de-merge. A permanent lane skills be planned.	
Dylan	Packman	Yes		

Brooklyn Road - TR99-20				
Fiona	Christie	Yes	I am in support of the overall proposal. I currently commute into the city by bus or by walking and would like to cycle as well. Having a cycle lane would give me more confidence to start riding up the hill to Brooklyn. I have spoken about this with others in the community and think that there is a group of potential cyclists like myself who would commute into the city by bike but don't have the confidence to do it with the current layout of the road - considering it is also a route for heavy vehicles going to the landfill and a bus route. Having a separate cycle lane would allow more space and hopefully create a zone that feels safe for cyclists. Brooklyn has been a suburb that has seen many more people taking advantage of the quiet streets and cycling during the Level 4 lockdown and it would be great to see that continue “ this cycle lane is a way to help that happen. I think that it would be a great opportunity for residents to have this "pop up" lane. While it is temporary, it would be important to ensure that the lane is designed in such a way that pinch points, intersections, interactions between cyclists and traffic and the treatment of the start and end of the lane are all carefully considered so that it works well, ultimately proving that it is practical and beneficial for all users of the road. Ideally it would become a permanent lane “ something that would benefit the city in terms of getting more people onto bikes and less using cars and requiring parking.	

Brooklyn Road - TR99-20

Dylan	Packman	Yes	I have a personal interest in this cycle lane as I was very nearly killed by a car and driver passing too close on Brooklyn Road as I cycled home. I have no doubt this will save lives and encourage more people towards active transit - helping towards our problems of obesity, climate crisis and congestion. I strongly encourage council to build more protected cycleways, and especially connecting to form a network. This cycleway could easily be connected to the cycle lane on Victoria Street which currently finishes at Karo Drive. This could be accomplished by changing the east lane of Victoria Street to be a bus lane from the Abel Smith Street intersection, including the south lane of Webb Street from Victoria Street to Brooklyn Road, and the east lane of Willis Street from Webb Street to Nairn Street. This would also remove the pinch point with the merge of two lanes on Brooklyn Road after Nairn Street, and remove cars from the south lane turning left from Webb Street into Willis Street where they often have to wait behind buses stopped 18m after the intersection. I saw at the zoom meeting hosted by the Greater Brooklyn Residents Association Incorporated on 26 May 2020 that they had written with concerns around the removal of the passing lane further up Brooklyn Road. I think this passing lane is used very dangerously with car drivers often speeding in this area. This is also futile when there is a queue of vehicles waiting at the traffic lights at the Brooklyn shops (as a person on a bike I can tell you it's amusing how often this tortoise catches up with the hare!). Brooklyn shops is a 30km/h area, and soon Wellington CBD will be 30km/h too - I think there is no need for this passing lane. Another concern raised was about the reduction in parking. I think the coupon parking spaces on Brooklyn Road are minimally used, and the parking spaces on the other side of the street	
Sylvia	Ruarus	Yes	I cycle into-and-out-of the city for work everyday. So yes; because it is a step in the right direction: provide a safer commute. However I am concerned about the 'temporary nature of the proposal ie how many months/years? Any consideration yet to make this permanent?? And there are also far more dangerous stretches along Ohiro Road that never seem to get Council attention/money. For example Ohiro Road (going into the city) from McKinley Crescent to Helen street. With a steep bank to my left, and a lane to share in places with parked cars as well as drivers overtaking me, that stretch is 'an accident waiting to happen'. Why make a cycle lane where the road is so wide that cyclists and cars can co-exist more safely (Brooklyn road) while there is far greater need further up on Ohiro Road?	

Brooklyn Road - TR99-20

Ben	Zwartz	Yes	I like the "agile" approach, that things can be improved or changed quickly and easily. I like the simple treatment of pinch points at the kerb extensions. All of us walk, so I would hate for a change to be at the detriment to safety and ease of walking. I can see that removing the passing lane will make it easier to cross the road. Ideally I would like the left lane from Webb St around the corner into Willis St to be for buses and bikes only, to avoid the crush there.	
Simon	Anderson	Yes	As a regular cyclist to and from Brooklyn to the city I support this change for COVID Safety. I additionally support it from a cyclist and pedestrian safety perspective. There is little need for a second vehicle lane on Brooklyn Rd. Trucks and buses (especially since the trolleys were removed) rarely slow traffic below 50km and having a second lane encourages drivers to exceed 50km in both lanes. Which is frightening for those not in motor vehicles. The uptake of electric bikes has lead to lots of cyclists overtaking other cyclists on the hill, room is required so this can happen safely. The coupon parking is not used by local residents but commuters wishing to lower parking costs (when the should be encouraged to use public transport).	
Tracey	Monastra	Yes	Thank you for this initiative. It will vastly improve safety for cyclists and improve safety for cars (who often speed up the hill). While I'm delighted this is happening, I am concerned that it doesn't address the most high-risks parts of the hill: and would ask that Council considers extending it to include the treacherous left hand turn from Webb Street into the bottom of Willis St/Brooklyn Rd. In addition, could road designers please walk (or better still, cycle) the route with members of the community before installation to resolve final design and ensure that the work is fit for purpose by those who will use it. Do once, do well!	
Evan	Harrison	Yes		
Richard	Hovey	Yes	I think it's critical that these changes incorporate a way for cyclists to avoid being forced out into traffic by the kerb where the various pedestrian refuge islands are.	
Micheline	Evans	Yes	I think this is great but the bike lane really should connect with the Victoria St bike lane. That's the most dangerous section when cycling from there city to Brooklyn.	
Andrew	Carman	Yes	A separated uphill cycleway will vastly improve the experience for cyclists, and will likely improve things for motorists as well - no more waiting behind cyclists at the various pinch points, and it will close down the "racetrack behaviour" between Nairn St and Bidwill St. It needs to be physically separated by bollards or similar, as has been done on Crawford Rd, to stop motorists straying into the cycle lane - a paint line won't be sufficient to make cyclists feel safe. It would be instructive to get some counts of cyclists using the route, both before the cycleway goes in, and afterwards.	

Brooklyn Road - TR99-20

Simon	Berke	Yes		
Tom	Butcher	Yes	Make these changes permanent	
Sam	Bridgman	Yes	I am a regular user of the road - as a car driver, cyclist and walker I believe this proposal achieves a better balance for all road users. I am very pleased to see this proposal and believe it will make it significantly safer for current and new people on bikes. I think the pedestrian refuge between bus stops 6716 and 7716 (between the northern end of Washington Ave and the entrance to Central Park) must be retained, to allow safe crossing. This is a well used refuge for residents accessing Central Park and walking to/from work. In my experience, the passing lane is mainly used for speeding and creates a race track mentality for many drivers. This is a great example of the use of tactical urbanism. Well done	
Phil	Barrenger	Yes		
Katherine	Lay	Yes	I fully support the cycle lane to make cycling safer. I commute by bike via Brooklyn hill, and support council initiatives to promote active and public transport, and reduce reliance on private vehicles to get into the cbd. I've been knocked off my bike on Brooklyn road by a car door opening into my path, and the traffic was too close to me to allow me to avoid the door. I use a trailer towed by my bike to get my kids to and from daycare between Brooklyn and Mornington, and other than during lockdown level 4 when the traffic was very quiet, feel that Brooklyn hill is not a safe road to tow the kids trailer. The coupon parking does not seem to be well used on the uphill side. Also, as a driver I've not really noticed much benefit from having the double lane on one section of the hill. I would like the buses to be able to pull over to the bus stops without blocking traffic. I would also request you consider a similar approach on the uphill side of Owhiro road between the Bp station and the Brooklyn shops intersection - this is a very narrow lane that doesn't allow cyclists and traffic side by side, especially the large dump trucks - it feels very unsafe on my bike, especially after stopping in a queue of traffic for the red light, and too unsafe to take my kids in the bike trailer- I use the opposite footpath instead.	
Tony	Cairns	Yes	I think this is a great idea. The more we do to promote safe walking, cycling and scooerig the better. I approve of all such initiatives.	
Crispin	Kay	Yes	I am concerned about the effect on Brooklyn Road uphill traffic should we loose the passing lane. THis road has major slow heavy haulage going to the landfills. To prevent traffic jams back to Willis Street the passing lane must remain or even improved.	
Christine	Hyndman	Yes	While I don't cycle myself I know a number of lcoals wo do - anything that makes that road safer is a plus. They still need to get through the intersection at Webb St through - has thought been given to making that safer? (Acknowledging there is not a lot of room).	

Brooklyn Road - TR99-20

Alex	Ehlert	Yes	Or through Central Park	
Anne	Arkwright	Yes	I would also like to see the speed limit taken down to 30km/h before the junction, of Brooklyn Road and Ohiro Road. At present most trucks and traffic come around that corner too fast and often nearly hit the 'safe zone'. Very dangerous for people with pushchairs, young children and elderly.	
Annon		Yes	Great idea. I'm a cyclist and a former traffic cop. Borrowing the over-taking lane in particular will reduce porr driving on this hill and reduce the risk to motorists and cyclists lives.	
Colin	Wright	Yes	a) will cyclists (and eScooters) have to use the cycle lane and not be allowed on the road or footpath? b) is the cycle lane only for uphill (or southerly) cycle traffic or is it for 2-way traffic?	
Emily	Clement	Yes		
Stuart	McKenzie	Yes	This is long overdue. The numbers of normal and electric bikes coming up the hill are growing significantly. The twin lanes coming up the hill are a racetrack for some and cause contention between cars, especially at peak hour. The travel time differences would be minimal even following a truck .	
Susan	McCabe	Yes	I am not a cyclist but if it was safer I would be (I usually walk to work) therefore I am for better cycle lanes etc. Also, the passing lane is hardly used and is so short it hardly reduces time. We need to be a city of the future and to be that we need to be sustainable.	
Marianne	Elliott	Yes	This makes really good sense. I walk up and down Brooklyn Road with my baby stroller and also bike up and down (as well as driving) and we need more space if we are going to safely maintain social distance.	
Katherine	Dean	Yes	I don't think this is about Covid-19 and social distancing but I think it would be good to give bikes more room from large trucks travelling to the landfill.	
Lyn	?	Yes		
Donna	Jennings	Yes	I live in Mornington and bike reguarly to my work in central wellington during normal times. At present, going forward, I expect to be biking up the Booklyn hill around twice a week. I fully support the trial bike lane. A solution for cyclists getting up this hill is required. The uphill traffic is quite fast with lots of buses and trucks. The details say that lots of parking wil be lost - however most of this parking isused only intermittently and tehre are alternative options. It will also mena loss of the two lanes up the hill - these lanes are mostly used for people to go faster than the speed limit and the merge on the corner is a dangerous spot for motorists and cyclists. I drive a car too up this hill and I don't mind if those two lanes are removed.	
Neil	Becker	Yes		
Roni/Miranda	Alder/Voke	Yes		

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Dale & Robert	Anderson	Yes		
Robert	Bevan Smith	Yes	The cycle lane should be no wider than 1.5 metres. That is plenty wide enough for 1 cyclist. It is only intended to be for one-way use. Remove the existing bulges in the footpath kerb just before the bus stops. Clearly mark the cycle lane for southbound/uphill use ONLY. Start the cycle lane where the two road lanes merge into one outside No. 3 Brooklyn road, and put diagonal white lines on the road to merge the two traffic lanes just west of the Nairn Street Junction. Do not prohibit parking between the junction of Nairn Street and Bidwell Street. Instead, use the current left lane for coupon parking, with the cycle lane alongside. Parking there would be very useful for people using the football field above. The road is plenty wide enough for that. Consider extending the cycle lane southwards around the corner at the junction of Ohiro road towards the '30' speed limit zone. Make this cycle lane PERMANENT.	
Bryan & Ellen	Carver	Yes	Can I presume the 2 metres wide lane will handle uphill and downhill - if not it should pity to loose parking but safety comes first.	
Alistair & Catherine	Cattanach	Yes		
Shaun	Cornelius	Yes	Greatly improves safety on an important commuter cycling route. Its dangerous riding up Brooklyn Road at present with all the large trucks going to the landfills. I strongly support this proposal.	
Malcolm	Doidge	Yes	Excellent proposal - I ride in to the city on my e-bike from Brooklyn regularly traffic on the Brooklyn hill can be intimidating worth considering a route for e-bikes going from Bidwell Street to Bell Road to Washington Ave. If cars are removed from parking on Bell Road and have a cycle lane.	
Kevin	Donohue	Yes	Its a wide road and bikes go up it already - make it safe.	
Nick	Du Bern	Yes	I 100% support a bike lane up Brooklyn hill. I have had many near misses riding up the hill.	
Michael	Ellerington	Yes	Sounds like a good idea. Doesn't seem like many people park on the eastern side of the road. Also furthermore, wider lane will allow those lucky enough to have e-bikes to easily get past regular cyclists.	
Alide	Elkink	Yes	I support the cycle lane but would like to see the removal of the kerbside pedestrian 'safety zones' (centre road safety zones can remain). The reason they should be removed is they force cyclists into the same lane as vehicle traffic. I do have concern over loss of parking which puts added pressure on parking in other, narrower streets (Bell Road, Washington Ave etc).	

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Wallace Imoude	Enegbuma	Yes	I just bought an ebike to enable me travel to-and-fro from work in Vivian Street due to cost of transportation and car park charges at my office. So, this is a welcomed development for learning cyclist like me. Also, it provides a safe route because cars often exceed 50km/h going downhill. Ultimately, this promotes more sustainable living within the city and environs.	
L	Esdaile	Yes	I'm happy with this idea to support increased cycle traffic during Covid levels.	
Jasmine	Gabrielle Hinchley	Yes	Unsure why parking on Nairn Street needs to be deleted. Waht are visitors to town supposed to do? Support cycle lanes and would like to see similar improvement on Todman St. A single two-way pop up lane will be fatal. Please allow clear signage showing downhill cyclists must use road/car space.	
Alan	Greenslade-Hibbert	Yes	If there is a need for this I support it as a permanent change. Anything to encourage less car use is good. However, I also think the whole of Cuba Street should be closed to traffic (top to bottom, except cross traffic of HWY 1) and Lambton Quay and Courtnay Place should be traffic free too. As much as possible of downtown should be car free.	
Grace	Habershon	Yes	Cycling as a mode of transport offers solutions to many pressing problems facing modern populations. Aggressive and entitled motorists make the barrier to entry too high for people to use cycling as an option for commuting. Well designed cycle ways offer some security to cyclists on the road.	
Blair	Hiscoke	Yes	As a cyclist I support making the Brooklyn hill safer for all users of the road.	
Tessa	Hogg	Yes	This is an excellent idea. You should do it in more places of course, there will be some who oppose the removal of car parks. However, this proposal demonstrates future thinking and a boldness that should be celebrated. Well done.	
Alisa	Jacobson	Yes	I support cycle lanes wherever they are practicable. THis seems a good idea, not just for social distancing, which seems a non argument, in this instance. A concern wuold be how it affected the peak traffic flow. A public discussion would be good.	
Rachael	Jagger	Yes	I think this should be a permanent change but I understand that the present resolution is for a temporary change. I think it is vital to have increased signage for motorists, particularly at the uphill turnoff for Washington Avenue, but also before the downhill turnings onto Bidwell and Nair, to remind them that cyclists on these cycleways have right of way, in order avoid accidents. Lighting of these roads may also need to be reviewed.	
Ben	Lampard	Yes	This should be permanent, parts of the hill are dangerous to ride up during peak traffic.	
Graham	Leonard	Yes	My family would love this cycle lane. All 3 of us cycle, including our 7 year old daughter. We would cycle more with a safe lane like this. It will lower Brooklyn's carbon footprint. We accept the slight slow-down due to trucks with the loss of the passing lane.	

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Jonathan	Oosterman	Yes	This cycle lane should be permanent as we need to invest in infrastructure to transition into a low carbon future - now.	
Penny	Pepperall	Yes	I have commuted by bike up the Brooklyn hill for 15 years. I am experienced at cycling through traffic but have noticed an increase in very heavy trucks going to the tip (demolition material) in recent times. A dedicated lane would encourage less experienced cyclists to use the hill (especially now e-bikes are affordable).	
Gary	Peters	Yes	A question: What does temporary mean in this context? Weeks, months, years? A comment: if this is successful, and as there seems to be an increase in cyclists in Wellington, could there be a move to make the cycle path permanent.	
Jonathan	Randerson	Yes	Anything that encourages more cycling and reduces traffic is good for us.	
Malcom	Reid-Tait	Yes	Having ridden up the Brooklyn hill for 20 years it is about time consideration was given to the cyclists. The road is wide enough to have a cycle lane without impeding all users.	
Mehaka	Rountree	Yes		
Ingo	Schommer	Yes	Both my wife and myself (working professionals in mid 30s) commuted to town daily on this route, and intend to do so again once the offices reopen. Brooklyn Hill a scary place for cyclists with all those trucks. A cycle lane will help to protect us as vulnerable road users. We fully support this resolution. PS. The pedestrian crossing opposite tennis courts is a dangerous pinch point for cyclists, it pushes you into traffic. Needs to be addressed!	
Kareem	Torrence	Yes	Great initiative and overdue. There are a huge number of bikes riding that route and there are a couple of pinch points which would be addressed here.	
Paul Richard	Whatman	Yes	I ride to work, and coming up the hill can be challenging because some motorised traffic does not respect a metre distance. NZ is generally very poor at cycle management.	
George	Willcock	Yes	I have been cycling up Brooklyn Hill almost every day over 15 years. It's a great plan but it can be significantly improved, from a cyclist's (especially the pedal powered variety) perspective, by continuing the cycleway up to the brow of the hill across the road from Helen St. This would enable tired cyclists (more and more of them!) to make it to the top of the hill in safety, after which the downhill into Brooklyn shops can be sharrows.	
John	Willis	Yes	Seems very logical to me. It would be great if WCC could join the cycle lane up with the existing cycle lane in Victoria St as well.	
Manish	Solanky	Yes	As an avid cyclist I fully support this.	
Rachel	Healy	Yes		
Damian	Sligo-Green	Yes		
Gina	Rembe	Yes		

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Jeremy	Rose	Yes	For less confident riders, large hills pose a particular problem. The extra effort required and the lack of speed that results in means people are a little less steady than normal. This will give them a sense of security.	
Peter	Barlow	Yes	I use this route a minimum of 26 times per year and has potential danger from trucks accessing the tip. just do it. Nice to get connected to Victoria st cycleway. Need cycle routes protected not intermitted cycle lanes.	
Russel	Garlick	Yes		
Emma	Walker	Yes	I think it's a good idea.	
John	Parker	Yes		
Tass	Larsen	Yes		
Monty	Mouat	Yes	The cycle way would help me lots commuting to high school next year	
Carl	Palmer	Yes	Yes, please!! I generally support the notion that cyclists, particularly on commuter routes and on popular recreational stretches, be given at least, if not more priority than cars (and trucks in this area).	
Ben	Sandle	Yes	Giving a dedicated bike lane up brooklyn road is good move, it would encourage more people to use bike which could reduce issues with public transport while there is social distancing requirements. It is wide road so plenty of space for bike lane separated from traffic	
Donna	Jennings	Yes	Great news to have an uphill cycle lane here. I cycle regularly (about 2x week) up this hill. The speed of traffic and large number of trucks and buses makes this a bit scary. Please don't be put off by the number of "parks" that will be lost. These parks are not well-used and there are other options for people parking. Would be great also to consider a long term solution. The hill is a long slow one with quite a lot of cyclists going at varying speeds. It is good to hear that you are taking the opportunity at this time to trial more bike lanes in general.	

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Nick	Mouat	Yes	<p>I support the quick, cheap, and reversible nature of the pop-up lanes. With respect to the Brooklyn Road one I would like to see pedestrian crossings retained if possible and thought given to adding pedestrian width on the uphill side between Bidwell Street and Washington Ave to make the Brooklyn Road walking route to Mt Cook safer, particularly for secondary school students in the morning peak traffic.</p> <p>While I understand this is beyond the tactical urbanism strategy of these proposals, I would like to see design advanced for the pop-up to be connected further at both ends. By having concept design on hand people will be assured that Council will address the start/stop nature of the cycle route between CBD and Brooklyn shops. At the north end to complete a connection from the Victoria Street cycle lane at the corner of Karo Drive around to the start of this pop-up at Nairn Street. This is, from my experience, one of the most dangerous parts of the CBD-Brooklyn route currently and there are two lanes to manage south bound traffic and the bus stop at the top of Willis Street. At the north end planning around how the cycle lane would be extended to the Ohiro/Cleveland lights should be carried out. Whilst I'd love to see that constructed too, by at least having the route planned it will clearly signal to cyclists and the wider community the intention to complete the route. The above extensions would complete a significant length of safe route from the CBD to Brooklyn shops where cyclists branch off in multiple directions of the quieter suburban street network. I look forward to using the lane, seeing the evaluation, and being involved in the discussion about how it can be improved over time.</p>	
Tristan	Thomas	Yes	Great!! The more focus on cycling and walking the better. These changes will be an asset to the community	
Sam	Pavan	Yes	<p>I support any infrastructure that will: - make cycling safer for cyclists - increase the number of cyclists in Wellington - reduce the number of and convenience provided low occupancy motorized vehicles As we all observed during the COVID 19 lockdown. When we provide more public space for people and dedicate less space to motorized vehicles, the public has the confidence that they can use the space safely. I only wish that this was a permanent solution and not temporary. Let's be drivers of change, reduce our contribution to climate change and have a more active and healthy community.</p>	
James	Allen	Yes	Widening the footpath would be the best idea Only need one bike lane.	
Favid	Gurr	Yes	Important	
Antony	Foster	Yes	<p>This is a significant safety improvement providing more distancing between vehicles and bicycles traveling uphill. Please consider mitigations for existing buildouts at pedestrian crossings that currently force cyclist to merge in to the vehicle travel lane.</p>	

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David	Michl	Yes	Something needs to be done about Ohiro Road as a whole. I live partway down and doing something as simple as indicating, slowing down and trying to turn into your driveway is enough to draw venomous responses from people who are going so fast they need to tailgate you all the way down. Fully on board with the cycle lane. It's one of the more dangerous patches of road in Wellington. The risks that some drivers will put you through just to get past you so they can join the queue at the Cleveland St lights 10 seconds quicker is quite frankly, dangerous and ridiculous. I should add that I cycle to and from work every day down this road and I've even been knocked off at the Brooklyn lights by an Uber driver who claims I cut him off, despite the Brooklyn village road being a cycle lane in its entirety. Good job WCC, i think regardless of COVID this should be considered a viable solution. I think Wellington does a great job looking out for its cyclists but unfortunately Wellington drivers are incredibly impatient and are willing to take risks that put the cyclist at danger. It may only be a small risk for the driver, but for the cyclist it's scary and a massive risk - This happens multiple times per ride... Any measures that can be put in place to support biking in the capital and reduce traffic in the inner city is a must have - It's 2020, we have a bad emissions problem....time for folks to take the bus or ride a bike like the rest of us.	
Erinna	Gilkison	Yes		
Mark	Coburn	Yes		
Sophie	Jerram	Yes	1. Brooklyn Hill currently feels dirty and scary to ride and 'in principle' this is progress for bikers. 2. If you really want to make it 'feel' safer, the number of truck movements for Brooklyn hill should be capped each hour- be good to talk widely about how this could be done. 3. Re this bike lane: the entry and exit points onto this proposal are still hugely problematic for nervous bikers. Therefore you may not see any sizeable shift in numbers of people biking behaviour without attending to Webb Street and the Brooklyn intersection. 4. Keep meeting with the residents and keep us all involved please as local experts if not traffic engineering experts. Through this discussion other routes (eg through Nairn Street park) may prove preferable in the long term.	
Julie	Moularde	Yes	Better cycling infrastructures is the best way to enable a more livable city (and healthier people!)	
Geraint	Scott	Yes	Always yes to better walking and cycling infrastructure	

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Matthew	Roche	Yes	I think there are some obvious problems at present. 1) the cycle lane stops when Victoria St crosses Karo dr; 2) there is a dangerous spot at the very bottom where Willis, Webb & Brooklyn Hill merge; 3)the lane alongside the flats is too narrow; 4)there are concrete projections at the very top of Nairn St and further up near the bus stop that push cyclists out from the kerb. All except the traffice merge are easy to fix. Continue the cycle lane, use some of the wide center strip to accomodate a wider lane and get rid of the concrete projections. I cycle up there almost every day. People will not cycle up Nairn, Ohiro or Central Park. They are all too steep.	
D	S	Yes	Agree	
tim	parkin	Yes		
Jess	Cox	Yes		
Susannah	Goble	Yes	I'm supportive of bike lanes to improve safety for cyclists as I've seen some near misses with cars and trucks. I think it will encourage mode shift and make it easier for those of us that can't bike to use public transport or drive because it will reduce vehicle and bus passenger numbers.	
Alice	Fage	Yes		
Lawrence	Ball	Yes		
Pablo	Gomes Ludermir	Yes		
David	Martin	Yes	As a cycle-commuter who uses this route every day, I strongly support this proposal. Uphill traffic is fast and heavy at peak times - this proposal will make the route much safer for cyclists, and has great potential to reassure those cyclists new to riding up the hill, and to encourage those reluctant to use public transport to switch from their car to a bicycle.	
Angela	Rothwell	Yes		
Bridget	Cassie	Yes		
Kate	Appleton	Yes	It needs to be a permanent change not a pop up change.	
Robin	Fulton	Yes	At a time when people are reluctant to take public transportation and the number of people allowed on buses is relatively small, then we need to have safe alternative methods to get around the Wellington region, whether it be to work or other activities.	

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Evan	McCarney	Yes	I take many different routes from the CBD to Brooklyn including Brooklyn road bottom to top. The others include the mountain bike track through Polhill to Karepa St., the tracks through Central Park, Ohiro Road, and a combination of Nairn, Thompson, Bidwell, Bell and Brooklyn Road. Often, I will also ride up Epuni, carry my bike up the stairs to Tanera Park and join Ohiro Road near the top. Brooklyn Road has the only moderate gradient and I would ride it more frequently if not for several pinch points where traffic gets too close for comfort. This combined with the large trucks that travel back and forth to the tip along this route make it unpleasant and scary at times. A protected bike lane similar to Victoria street would easily address these pinch points and increase confidence on this route. The other routes that I often take would not be immediately suitable for a bike lane because of the narrow roads, extensive residential parking, and steep gradients. I believe this is a good choice for an uphill cycle path and I support its creation. On the 26th May I only passed five cars parked in P120 spots proposed cycle lane and there was ample parking on the opposite side of the street. I therefore do not believe there is significant loss in parking. I have heard there are worries about the bus stops. I rarely have had any conflict with busses on this route. They are occasional and with long sight lines I can slow down to avoid any conflict.	
Regan	Dooley	Yes		
Ingrid	McDuff	Yes		
Perrine	Gilkison	Yes	I support this being established as a pop-up with the view of making it permanent (with refinements if necessary)	
Aaron	Baker	Yes		
Fiona	Williamson	Yes		
Kirsty	Smith	Yes		

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Paul	Blaschke	Yes	As a long-time Brooklyn resident, car driver, bus user and cyclist, and an advocate for more sustainable transport in Wellington City I strongly support this proposal. I note: 1. The proposal will allow much safer cycling on an important multi-purpose commuting route. Removal of the passing lane will slow traffic at rush-hours but the current lane merger is quite dangerous so the change will improve transport safety overall. 2. The proposal achieves good separation of cars, pedestrians and cyclists will, with a good width of pavement on the west side. There may be scope to have a small number of additional parking spaces on upper Brooklyn Road and the large bay in the bend on the north side of Brooklyn Rd just below the Washington Ave intersection. 3. I've heard some criticism of lack of consultation. This is not correct because the proposal has been around at least informally for a long time and various views have been out there for a long time. 4. Finally, this is a temporary measure. While I hope it is permanent, there is scope to modify it later if any adjustments are needed. This change should be implemented urgently.	
Beth	Tillier	Yes		
Benjamin	Swale	Yes		
Teresa	Maguire	Yes	another great idea. I've personally not cycled up this hill but I know many people do and anything that keeps cyclists safer is good by me.	
Tim	Jenkins	Yes	About time! Riding up Brooklyn Hill has long been unpleasant and potentially dangerous. There are currently many large vehicles using this route to go to the landfill, the lack of space because of parking on the lower parts of the hill and the fact that many drivers seem to speed and cut the corners further up. This proposal will make it safer for riders.	
Sam	Bush	Yes		

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James	Burgess	Yes	I support these changes. The council's existing plans show there's demand for better biking facilities in this location. A pop-up bike lane will give short-term benefits with improved transport choice but also help test ideas for a future permanent improvement. I ride up the hill daily - eg this morning I rode up it with our 3yo on the back of the bike after a visit to Central Park. The busy, speeding traffic* and high % of trucks make the uphill ride a bit worrying even for a confident cyclist. I expect the prospect is a barrier for other people who would take up biking. I took part in the online meeting with GBRAI and found it a great way to discuss the plans - thanks for enabling that. While opinions differ, I think the details shared show a well-thought-out plan that would be an excellent idea to trial. For example, design details manage conflict at bus stops and at existing pinch points. There's plenty of opportunity to make changes if needed, and to learn what to do or not do when planning a permanent bike lane here. *sample: 53% of vehicles in the two-lane uphill section over 50km/h, 4-6pm Thursday 14 March 2019 from WCC loop data.	
Isla	Stewart	Yes		
Claire	betridge	Yes	I was once new to biking around wellington and biking up Brooklyn hill was a huge physical challenge. In a situation where you're focused on just keeping the pedals turning and breathing, the pinch points where you need to make sure you're going to be able to pull out without being hit by a car can be really intimidating. I know plenty of people who would not try biking up Brooklyn hill as it is now, and being in a bike lane may give people the confidence they need to try it. The health benefits of being able to bike up that hill on a regular basis must be amazing and I'm sure there are many people in Brooklyn who would love to bike to work (10 mins to city centre if that) but are put off by the ride home	
Alex	Dyer	Yes	I am extremely keen to see this go ahead. I have ridden a bike up this road many times and it is always terrible with dangerous polluting heavy vehicles passing very fast. More space to keep people using healthier modes of transport safer and more comfortable is an essential facility the council should be providing. I don't understand why all these little changes take so much bureaucracy tbh.	
Joane	Elleouet	Yes		

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Rebecca	Gray	Yes	I agree with the changes and would like to see further action on safe cycleways. One thing I would note about the Brooklyn Road route: It is currently quite dangerous for pedestrians, specifically from the area coming out of Bidwill St and up the road. It would be good to see some consideration given to a safer space for pedestrians to walk up and/or cross, if the second car lane is being removed to make way for a cycle lane (which would presumably not need to be as wide, so there might be space for pedestrians too?).	
Jane	O'Shea	Yes	I support all efforts to make it easier and safer for people to walk and cycle around Wellington. Even if this means slowing down traffic or losing car parks.	
Anne-Marie	Chisnall	Yes	I like the way the bike lane will support current cyclists and encourage others to take up cycling between the city and Brooklyn. The proposal makes good use of available space. Would love to see more extensive bike lanes too!	
Christopher	Service	Yes		
Angela	Henson	Yes	I think this pop up cycle lane is a great idea!! Will definitely enjoy using it!	
Lesley	Hanes	Yes	I support this cycle lane as it will make cycling up and down the hill safer and encourage more people to cycle. The benefits to people's health and that of the environment from more cycling and less cars are well known and well worth the effort. Thank you for proposing this improvement!	
Stephen	Day	Yes	I think there will be permanent safety benefits as well as increases in the use of public transport and active transport by removing a significant amount of on-street parking.	
Lindsay	Shelton	Yes	I support this plan. There is plenty of room on most of the Brooklyn Hill road for a bike lane. However if it was possible to retain a passing lane at the bottom of the hill, this might help reduce bottlenecks behind the many trucks that use the road.	
Melanie	Vautier	Yes		
Simon	Harnden	Yes		
Benjamin	Bielski	Yes	Yes I support a bike lane but suggest it does not merge onto footpaths at any point as that causes confusion for cyclists and drivers	
Don	Stevens	Yes		
Rory	Lenihan-Ikin	Yes		
Paul	Pascoe	Yes		
Emma	Bassett	Yes		

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Paul	Johnson	Yes	I think it's important to at least investigate the possibility of a bike lane uphill to Brooklyn. I am an avid commuter and recreational cyclist, and as a daily uphill and downhill commuter from Brooklyn into town I know how hostile the ride uphill can be with busses, trucks and aggressive car drivers racing up the street - often unwilling or unable to give cyclists a confident margin to ride in. Additionally, the hard shoulder of the road uphill is often littered with nails, glass, gravel and building rubbish due to Brooklyn hill being a main access road toward the city landfill. The margin can also often be obstructed by slip rock and soil material from the hillside. Often this needs to be steered around and course correction risks an accident. A bike lane or larger shoulder of any designation would make the ride safer for everybody.	
Sophie	Yeoman	Yes	Strongly support - there should be a permanent bike lane here. I am moving to Brooklyn in two weeks and will need this route for commuting to work given public transport capacity constraints.	
Digby	Carter	Yes	Support proposed changes	
Tim	Jones	Yes	I support the cycle lane on Brooklyn Hill and would like to see this made permanent. It is especially important for uphill cyclists to have best practice separated and on-road facilities. I would like to see this extended to the Brooklyn shops.	
Scott	Anderson	Yes	Brooklyn Road is ideal for a cycle way! It'll help so much, especially keeping the cars and buses away as cyclists work up hill.	
James	Malcolm	Yes		
Amanda	Cunningham	Yes		

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Linda	Beatson	Yes	<p>This is a great plan. There are some concerns around the intersections of Bidwill Street and Washington Avenue. They should be able to design these junctions not to formally have to give way by stopping protection a bit earlier (as they will be inside the kerbs). Out of those two, Washington is the bigger concern, lots of people swing around you to turn there so many riders tend to move out of the shoulder into the (left of) the lane there to make it clear that they are continuing. That helps most drivers hang back and turn behind you. Positives: Ability to be a bit further away from the big trucks (for comfort and safety, but also studies show even a small distance makes a big difference to the pollutants you inhale) Less of a worry about getting squeezed past in the narrow parts, or specifically at the crossing just downhill from Bidwill St Feeling less vulnerable on the left-hand corners in the upper half of the hill (drivers often cut the corner into the shoulder space currently Less risk of close passes on the corner opposite the junction with Ohiro road Evidence collected in March 2019 shows that speeding is fairly prevalent on the way up Brooklyn Hill, making sharing the road with two-lane traffic quite unpleasant if you are unlucky enough to be overtaken by two vehicles at once! Possible flaws to be considered in detailed design: -In quite a few places, some of the pavements are extended out into the road to help people crossing the road (buildouts), these need to be factored into the design “ small inexpensive ramps could be added to each side to allow people on bikes to go up and over them -The corner opposite the Ohiro Road junction at the top “ designs extend around the corner; will either mean taking you onto the footpath OR sacrificial safe hit posts on the corner that may get taken out by a big truck or bus every couple of days or more often. -The</p>	
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Brooklyn Road - TR99-20

Mark	Johnston	Yes	This is a great plan. There are some concerns around the intersections of Bidwill Street and Washington Avenue. It should be possible to design these junctions not to formally have to give way by stopping protection a bit earlier (as they will be inside the kerbs). Out of those two intersections Washington is the bigger concern. Lots of drivers swing around cyclists to turn there so many riders tend to move out of the shoulder into the (left of) the lane there to make it clear that they are continuing. That helps most drivers hang back and turn behind you. ----- Positive things we noted: Ability to be a bit further away from the big trucks (for comfort and safety, but also studies show even a small distance makes a big difference to the pollutants you inhale) Less of a worry about getting squeezed past in the narrow parts, or specifically at the crossing just downhill from Bidwill St Feeling less vulnerable on the left-hand corners in the upper half of the hill (drivers often cut the corner into the shoulder space currently Less risk of close passes on the corner opposite the junction with Ohiro road Evidence collected in March 2019 shows that speeding is fairly prevalent on the way up Brooklyn Hill, making sharing the road with two-lane traffic quite unpleasant if you are unlucky enough to be overtaken by two vehicles at once! ----- A few things that we hope have been cleared up in the Detailed Design work: In quite a few places, some of the pavements are extended out into the road to help people crossing the road (buildouts), these need to be factored into the design “ small inexpensive ramps could be added to each side to allow people on bikes to go up and over them The corner opposite the Ohiro Road junction at the top “ designs extend around the corner; will either mean taking you onto the footpath OR sacrificial safe hit posts on the	
Chandima	Kulathilake	Yes		
Ellie	Pritchard	Yes	I am 100% for this, I would love to see more cycle lanes in and around Wellington - there are more bikes on the road now and we need all the help we can get to feel safe out there!	
James	Wratt	Yes		
Malcolm	Kerr	Yes		
Susan	Rutherford	Yes	I support the proposed change as I think it would improve safety for both cyclists and car drivers. I very rarely use the extra lane for overtaking - if you are turning up Washington Avenue it seems pointless.	
Kimberley	Turrell	Yes		
Harry	Chapman	Yes		
Arron	Cox	Yes		
Sarah	Burgess	Yes	This bike lane will make it safer and more pleasant for me to use my bike to get to/from work.	

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rahul	watson govindan	Yes	Overall the changes are welcome to see and I hope it is a harbinger of things to come all around Wellington. I am very supportive of the change to making biking safer and this proposal does that. However there are improvements to be made: 1) The bike-only lane needs to begin at the start of Brooklyn Rd (by the traffic lights at the bottom where it transitions to Willis St. It's a notorious danger point when biking. 2) I'm not supportive of removing pedestrian-only footpath space in favour of bikes/shared use. A danger for kids, blind, bikers, etc etc 3) There is little space at the top of Brooklyn Rd/intersection with Ohiro Rd to continue the bike lane around the corner. The bike lane should instead end at the intersection with Washington Ave. 3) Please keep the proposal to keep the car parking on the playground/central park side of road 4) The removal of the passing lane seems unnecessary. You can fit three lanes *and* a cycle lane if you reduce the lane widths. This also has the spillover effects of reducing the passing speeds of the amateur Schumachers heading up Brooklyn Rd.	
Nicky	Boughtwood	Yes	Think the proposed design so looks good. Like the ride over areas near the bus stops. Would like to see some speed changes to ensure safety of the intersection at corner of Brooklyn & Ohiro Roads as this is currently a very dangerous one.	
JO	Randerson	Yes	This will make it easier for our theatre collaborators to come up the hill and work with us. It will improve the conditions for our workers.	
Lisa	Burke	Yes	I am fully supportive of a permanent bike lane uphill on Brooklyn Road. It is a very busy road, with a lot of traffic including a lot of big trucks. Vehicles go far too fast up the hill and it's very nerve wracking riding a bike. The removal of the passing lane would be a good thing as people pass just for the sake of it, going over the speed limit. It wouldn't be so bad if vehicles were forced to slow down a bit. Hardly anyone parks along that road, except for at the very bottom.	

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Gideon	Burke	Yes	Creating a cycle lane to protect cyclists on this road is an excellent idea and worth the trade off for lost parking. I ride daily to work and have several years of experience riding on this road in all conditions. - Traffic speeds are excessive on the dual lane parts of Brooklyn Road, and driving is often aggressive as vehicles overtake other moving vehicles and / or stationary buses. -many of the car parks proposed to be removed are rarely used (the mid-hill ones) -the junction with Bidwill Street is dangerous for cyclists as motorists seem to see cyclists late as they look to turn on to Brooklyn Road. The cycle lane should increase the signals to look for cyclist. -the uphill cycle lane is important as the speed difference between motor vehicles and cycles is significant -encouraging cycling by providing safe cycling is good for Wellington - reducing traffic and improving air quality etc. - consideration should be given to what can be done around the Brooklyn shops cross road to support this cycle route. Few motorists stick to the 30km/h speed limit, and the road 'compresses' cyclists into the traffic at this stage, with many heavy trucks on the road too.	
Cam	Jones	Yes		
Brad	Wong	Yes		
Sam	Donald	Yes	Given that the primary intention is to provide a safe, climate friendly and congestion-free alternative to buses running at 40% capacity due to social distancing requirements by making it safer and more inviting to cycle up Brooklyn Rd I am in full support of this proposal. Well done - it's a no brainer to receive NZTA funding in this Innovating Streets programme. Even under normal conditions, our buses are often over capacity and Wellington's roads are often congested: a lot of the traffic on this route is heavy vehicles heading to the three landfill sites "not an ideal mix sharing a lane with little people on little bikes! I'm hopeful that the community will have some influence in the design process and some involvement in the detailed design from mid June (assuming it gets Council approval to proceed on 11th June). Many locals have put a lot of thought into how this could work best for all users. It would be great if it could be extended to address safety concerns to its North and South, to make it safer to cross the road as a pedestrian and perhaps to still allow very slow trucks to be overtaken at some point on the ascent. Trialing these things collaboratively with the community must surely be smarter than jumping straight to a predetermined solution. I bike up this route daily, except on days that I have one of my two children on my bike as risking my life is one thing, but I couldn't live with myself subjecting one of my children to the existing risks for fear of a life changing accident or worse still, a death. Please do implement this trial and please don't remove it until the day before the permanent solution starts on site!	

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Kieran	Martin	Yes		
Ron	McGann	Yes	There are SEVEN Cyclist Pinch Points where footpath extensions are located opposite concrete pedestrian refuges in the middle of the road. These are extremely dangerous for cyclists travelling very slowly up a very steep hill which is very busy at times with huge dump trucks and trailers heading for the landfill. Plus there are double decker buses on #7 route. The available road width at the Pinch Points is not wide enough for these very large vehicles to safely overtake slow moving cyclists leaving a safety gap between cyclists and trucks. Huge trucks overtaking slowmoving cyclists with small clearances is really intimidating for cyclists. In addition these large vehicles have numerous blind spots, which do not enhance cyclist safety. The pinch points are located at: (1) Central Park Apts (also need to replace two sumps with cyclist friendly sump gratings. (2) Opposite Central Park entrance. (3) Wellington Electricity substation, (4) Bus stop #6715 just south of Bidwill St. (5) Bus stop #6716 just north of Washington Ave. (6) Outside #187 (footpath extension) (7) Outside #143 at the top of the hill which is a steeper gradient south of the bend than other parts of Brooklyn Rd, These footpath extensions (for pedestrians) could either be removed to eliminate the cyclist Pinch Points or MODIFIED with a wide enough gap THROUGH the extensions that cyclists could navigate to avoid the narrow roadway and the dump trucks/trailers	
Jessica	MacDonald	Yes	I mostly agree with this plan. In quite a few places, some of the pavements are extended out into the road to help people crossing the road (buildouts), these need to be factored into the design "small inexpensive ramps could be added to each side to allow people on bikes to go up and over them the corner opposite the Ohiro Road junction at the top " designs extend around the corner; will either mean taking you onto the footpath OR sacrificial safe hit posts on the corner that may get taken out by a big truck or bus every couple of days or more often. the scope stops just short of the Helen St turning, which is also a pinch if someone is waiting to turn right.	
Richard	Cuthbert	Yes		
Chandra	Littlewood	Yes	1. It's a trial which is great and aligned to existing council strategy and policy 2. It's low cost to WCC & ratepayers 3. It will improve all users road safety whether you drive, walk, or cycle 4. It will encourage cycle usage a great low carbon activity 5. It will reduce speeding on the hill which is common	
Vita	Jerram	Yes	It would make more sense to continue to Brooklyn shops. Drivers go fast up Brooklyn Hill; it is confronting as a High school biker to be overtaken so fast.	
Brent	Robinson	Yes		

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Carol	Stewart	Yes	I am a keen cyclist and use this route pretty much daily. A cycle lane will be very welcome. Can I also suggest that you look at the intersection of Webb St and Brooklyn road and consider putting a bike lane there? It is really dangerous when cycling from the Victoria St bike lanes up to Brooklyn. It is very congested and cyclists get crowded by the two lanes of traffic plus buses. I also strongly suggest attention to the uphill lane of Owhiro Rd. This is heavily used by cyclists and there is very little space for cyclists in parts, made worse by the heavy trucks that use this road. It can be really unpleasant.	
Paul	Young	Yes		
Graham	Haslehurst	Yes		
Peter	Cockrem	Yes	TR99-20 Brooklyn Road Uphill Bike Lane Strongly support this change. A safe bike lane up the Brooklyn Hill would create an attractive alternative to driving into town and trying to find somewhere to park, or taking buses (which have reduced capacity due to physical distancing requirements). Such a central location has no need for an overtaking lane.	
Angela	Rothwell	Yes		
Michael	Lowe	Yes	Support the concept, however: <ul style="list-style-type: none"> •Aim higher than minimum standards for dimensions. •Concerned about a compromised buffer zone between cycle lanes and moving traffic. Needs to be safe (protected, and have a dimension that allows for wing mirrors on buses and oversized vehicles). •Intersections with side roads are potential conflict points. Allow for traffic calming at intersections and better generous site lines (note design issues with the new cycleways in Kilbirnie below). 	

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Sam	Donald	yes	Thank you for all of your mahi during challenging circumstances, in order to create safer environments for Wellingtonians. We sincerely appreciate the work that you are doing and recognise that you face many challenges: political decisions, time constraints, divided and very vocal communities, working in isolation from your colleagues in home offices (or on kitchen tables), perhaps home schooling also. We support this proposal to trial an uphill cycle lane on Brooklyn Rd. As a group we believe in tactical urbanism as a method for reclaiming streets for the people of our community, and the encouragement of active modes of transport - both for the health, wellbeing and safety of people - and for the health of the planet. With WCC declaring a state of climate and ecological emergency this is exactly the sort of project that is called for and we commend you for the initiative to implement this as a trial. We support best practice community engagement, collaboration and co-design and would love to be involved in some form of a constructive process that sees WCC working with the community on the finalisation of detailed design so that it can be the best version possible for cyclists, pedestrians, (e)scooters, buses, cars and trucks etc. making best use of community knowledge of the existing situation and people's behaviours. Our community has positive experience of how these ways of working can lead to positive outcomes for the project and for all stakeholders and to have wonderful community outcomes in ways unimaginable at the outset. We believe the potential erosion of democracy with such a short turn around and little planned engagement can disrupt the good will of the community - a shame on what is ostensibly a human centred project. We can advise, for a small fee, on improved engagement practices. We would love the opportunity to speak to our	
Julia	Ames	yes	I 100% support the proposed temp bike lane and think that it is a good trial for a permanent solution. The road is so wide and there are few people living on this street so the commute will be much safer by bike next to buses and trucks and make drivers more aware. As a driver I will feel there will be better separation too. Unlike other suburbs Brooklyn has space for this lane and will encourage children to bike to schools like WC and WHC and WEGC. The parks this will remove are not residents but mainly people commuting from other suburbs like island bay Kariri and our own panoramic heights who should be catching buses to town to reduce congestion not driving to Brooklyn to walk to town. Brooklyn road is often used for selling cars and this space would be better suited to getting more people on bikes and enjoying the health benefits of cycling safely. Being a temp lane allows us as a suburb to test and learn too to a permanent solution. Why wouldn't we all want this bike lane. It has the big thumbs up from me!	

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Scott	Austin	yes	It's great we make any addition of bike safe spaces on our roads. Hopefully the temporary nature of these proposals will lead to permanent ones.	
Dani	Bann	yes	It states this is a temporary project. Would like to know what exactly that entails	
Sam	Donald	yes	This route is a no brainer to make safer and is a great use of the funding NZTA are offering Council. Riding in close proximity to heavy vehicles is not something I like to do, but Brooklyn Rd has a manageable, even gradient and connects the Victoria St cycle lane to our suburb. It needs to be a safe route for all ages to cycle. Lockdown has shown us that many more people would cycle if it were safer to do so. Buses are over capacity even in normal times, let alone with social distancing in the mix. Hopefully we can work with Council to make this the best temporary pop-up cycle lane that it can be. Safer for cyclists, safer for pedestrians to cross the road and perhaps we might even be able to achieve a short slow vehicle bay too. It should be installed as soon as possible and remain in place until a permanent solution is funded.	
Hannah	Harland	yes	I support changes to enable better and safer cycleways into Brooklyn. I support trialing this pop up cycle lane.	
Jule	Hartung	yes	I would very much welcome this pop-up cycle lane. I often cycle up Brooklyn Hill not feeling very safe with all the trucks and speeding cars going past. I also discourage my kids to bike there, at the same time I really want them to get more confident on their bikes in Wellington traffic. This makes a lot of sense!	
Gilli	Lewis	yes		
Tracy	Millar	yes	Good idea to have pop up trial and iron out any problems unlike Island bay. Traffic has increased on Brooklyn Rd and would be great to seperate bikes from cars and trucks.	
Monty	Mouat	yes		

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Ian Paterson	Paterson	yes	The trial is an excellent opportunity to actually observe and achieve the benefits and identify the actual issues associated with an uphill cycleway on Brooklyn Road because of the current availability of NZTA funding which reduces the cost to WCC and ratepayers. It is important to acknowledge as a trial it will be evaluated and improved upon. The sales of cycles and ebikes have soared during the lockdown and ebike sales are exceeding new car sales volumes. With this increase volume of bikes and ebikes the cycleway is most timely and will provide a higher level of safety and confidence for cyclists. The cycleway will also provide confidence to support an increased use by cyclists. The removal of the passing lane will reduce the cars and motorbike speeding that is currently encouraged with the two lanes up Brooklyn Road. This cycleway provides a connection to the Victoria St motorway which supports the WCC longterm plan for making Wellington cyclist friendly. The opportunity cannot be ignored and the WCC need to do it now and deliver a significant benefit to all road users.	
Bob	Waters	yes	A great 1st step. More bikes are using Brooklyn hill since e bikes became available but there always has been a solid core of bike riders	
Sarah	Wilkins	yes	We need to reduce reliance on cars, so this is a great, positive step.	
Sophie	Jerram	yes	Yes AND for the changes to go further and deal with trouble spots at bottom (Webb st) and the village intersection at top. No point in doing this improperly and risk putting nervous first time bikers off- those points will only become more tricky as activity on the road increases.	
Steve	Sutton	yes	This proposed cycle lane is long overdue and much needed. Providing more comfort to people choosing to bike up the hill by seperating them more from traffic is important. There is no particluar need for two car lanes running up Brooklyn Hill. The road one one lane at Nairn Street and again just past Bidwell Street, so two lanes in between is simply an excuse for drivers to drive fast for a couple of hundred metres. Thjere are a growing number of cyclists on teh roads, especially with e-bikes now in common use. Lets make it safer and more appealing to do this.	
Ramon	Das	yes	I strongly support this proposal and would do so even as a permanent change.	
Pip	Guthrey	yes	A public meeting is best practice however I completely support the proposal.	
Patrick	Morgan	yes	I frequent cycle on Brooklyn Rd to visit friends or shops. I would like to ride it with family members. Sharing the road with trucks and busy traffic is uncomfortable. I would love a protected uphill bike lane. I note cycling on the footpath is illegal, and bad news for pedestrians.	

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Anna-Mareia	Hammond	yes	I think it should be permanent. Huge, heavy trucks are scary and dangerous for cyclists. Cycling must be supported in order to lower NZ's GHG emissions. Driving cars should be discouraged for all but those with disabilities, the elderly and those with small children.	
Evžen	Novak	yes	Link up to Victoria st Get Willis st sorted and join up Part works is no use for children and teenagers	
Claire	Benson	yes		
James	Burgess	yes	The proposed bike lane will make a big improvement to my daily ride home from work, my wife's daily ride home from work, and our regular rides to and from the city centre with our 3yo in her bike seat. I hope the bike lane will also make biking an option for people who have tried it, or would like to try it, but who are put off by mixing with the trucks and other traffic through the pinch points on the way up the hill. I support the temporary approach because it will give us real-world insights into any problems in a way forecasts and modelling can't. I would love to see a permanent bike lane up Brooklyn hill. I understand for a permanent installation a few more options would become available (due to fewer constraints on the changes made).	
Anne	Louise	yes	This proposal helps to improve the health and well-being of residents (through cycling safely), as well as the safety of all road users. Cycling should be encouraged, not only for individual health but also to respond to climate change.	
Natasha	Parker	yes	I support the proposal because when I have been commuting into town I go down and return via Ohiro Road, from my home in Mornington Rd. The return trip is tricky to get from Victoria st across. I use footpaths to do this. I avoid Brooklyn Rd because it's a race track with the 2 lanes. Reducing to one lane would remove the need for cars to race each other. It also gives cyclists a dedicated safe space with a spatially defined bubble. My 13 year old enjoyed road riding during lock down. He goes to Wellington High. He likes the idea that he could safely ride home up the hill.	
Jon	Parker	yes	A cycle Lane will increase access to Brooklyn and slow down the traffic which should be good.	

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Russell	Silverwood	yes	I regularly travel between my home on Ohiro rd and town by both bicycle and car, using Brooklyn rd as my main route. While cycling I regularly experience unsafe overtaking by vehicles coming up Brooklyn Hill and would love to see improved safety along this corridor. I believe any delay resulting in the inability to overtake slow vehicles will be minor and conclusively offset by the increased safety for cyclists. I also note the frequency of vehicles travelling in excess of the speed limit, often significantly over, using the second lane to overtake vehicles travelling at the speed limit. I suspect that removing the second lane will also see less dangerous driving along this stretch. I unfortunately could not attend the meeting on Tuesday 26th so would like to voice my support for the proposal here. I will also submit my opinion to council via their website. Regards, Russell Silverwood	
Kamaea	Tukaki-Gallagher	yes	I would love to see this happen for safety reasons and wellness. It might encourage more people to ride their bikes from our area into Wellington.	
Shane	Sinclair	yes		
Perry	Ames	yes	I would really like to bike to work in Thorndon from Brooklyn at the moment because there is not much traffic in the city and I am nervous of taking the bus due to social distancing, so biking is a good option. At the moment I think the traffic on Brooklyn hill is too dangerous and fast with buses and trucks zooming up but would feel safe in a bus lane. In fact it would be great if it became permanent. As for the lost car parks - these are used by people who want to drive from other suburbs to park near the city but should be for Brooklyn residents to bike to work - no loss if you ask me! The parks are not being used much at the moment anyway because lots of people are not going to the city again yet and we should be encouraging non congestion models like biking as well as the obvious health benefits.	
Daniel	Clendon	yes	It is a great idea, I support it.	

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Sonya	Bissmire	yes	As a regular cycle commuter and parent I support this initiative to make biking safer in our community. Yes, it will remove some parking (although plenty is available on the other side) and may slow traffic a bit, but encouraging people to cycle rather than drive 1000kg of steel around for one person is to be encouraged. The heavy vehicle traffic through Brooklyn is a turn off for many would be cyclists and although not a complete route, it is a good start. Separated cycle lanes are essential to make cyclists safe, a bit of green paint frankly does nothing and vehicles often trespass into the green boxes. Actual practical initiatives to address climate change are lacking in our city and this could be a good start. We need to move people's expectations away from having convenient parking outside their homes, to roads being for those on the move. I would like to think my children could cycle to high school and town in a few years, and this initiative would help them to do it more safely.	
Melissa	Brazier	yes	A great initiative. I'm a driver and a cyclist and think there's benefits to be both.	
Sam	Bridgman	yes	I would like a public meeting - but not if it slows down the bike lane process while we wait to have one	
Paul	Bruce	yes	A cycle lane would increase safety for cyclists, and encourage car users and others to shift to cycling. This would lead to less traffic with less conflict between vehicles and active modes. Less people driving will also lead to decreased greenhouse emissions consistent with the councils recognition of the climate emergency we are facing.	
Andrew	Carman	yes	A separated uphill cycleway will vastly improve the experience for cyclists, and will likely also improve things for motorists as well - no more waiting behind cyclists at the various pinch points. It needs to be physically separated by bollards or similar, as has been done on Crawford Rd, to stop motorists straying into the cycle lane - a paint line won't be sufficient to make cyclists feel safe. It would be good to get some counts of cyclists using the route, both before the cycleway goes in, and afterwards.	
Anna	Ferguson	yes	I support this proposal. Acknowledging the concerns that are being expressed, I feel it is crucial that we recognise this is a temporary option. It is not perfect but it is an opportunity that we should not squander. It is our suburb's opportunity to show we value safe and sustainable transport options; we have a flexible outlook; and we welcome the opportunity to work with, and learn alongside, Council to progress the temporary option to a permanent option.	
Mark	Higham	yes		
Jane	Howley	yes		
Tom	Kriha Goldstein	yes	I regularly ride and drive Brooklyn Road and strongly support a permanent lane for bicycles. Let's make it safer for all road users.	

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Mark	Le Masurier	yes	There is no need for two lanes of motorised traffic on the uphill - there is a very obvious need for a cycle lane to safely take bicycles up the hill - it should have been there long before now and not really something that requires debate. It is the right thing to do	
Chandra	Littlewood	yes	It's a trial - what's the big deal? Plus cycling better for communities and the planet	
Ewan	MacMaster	yes	I am in support of the proposal, subject to the detail of the design being carried out well and there being local public involvement in the design process. Points that I would like to see included: - Crossing facilities for pedestrians maintained. Central islands are the critical component of these. It is vital that pedestrian facilities are maintained or improved. - If older road markings are removed, these should be SANDBLASTED OFF, not painted over, as has occurred in other parts of Wellington. The painted over lines are confusing, wear off quickly, and in wet or dark conditions can be reflective, which is very confusing to road users. Confusion will lead to dissatisfaction with a new roading layout. - In the medium term, I think it's very important that the dangerous Victoria to Webb St section of road be redesigned for safer connection for cycling, and to continue to support buses and to continue or better support pedestrians. - That the changes result in a road layout that is easy to read for all users (including cars). It is important that it is not confusing. - I support the request which I understand that the GBRAI has been making for some time for the speed limit to be lowered on the Brooklyn Road. - Consideration be given to inclusion of a slow vehicle pull over lane as part of the temporary cycleway(not a passing lane)	
Meron	McCardle	yes	I think this would be really beneficial to our community. I love biking but as is I'm not comfortable going up Brooklyn Road. This would change that for me, and I'm sure many others!	
Tracey	Monastra	yes		
Emma	O'Connell	yes		
Simon	Reed	yes	It's a great idea but only a trial so if it turns out to not work it can be rolled back easily enough	
Judy	Ryan	yes	I think it is a great idea. There are not that many slow vehicles going up Brooklyn Hill and being stuck behind them makes very little difference on the total journey time. Encouraging people onto bikes is great as t.	
Regan	Savage	yes	This cycle lane would make it safer for all road users and discourage the use of private vehicles, as well as specifically encouraging cycling. This aligns to better environmental, social and wellbeing outcomes, consistent with WCC long term goals for the city.	

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Moira	Smith	yes	I cycle to work most days (except at the moment) and have had some near misses with trucks and cars heading up Brooklyn hill. The trucks that head up to the tip during the day are a particular issue for cyclists as they do not leave enough space when passing you. And the trucks almost never slow down, they always drive past at 50km/h even in places where the road narrows. Separating cyclists from road traffic will make it much safer for cyclists; and cars, buses and trucks will not need to slow down when passing cyclists. It will also be good to remove the coupon parking. It's mostly empty when I cycle home, and I use the parking lane as a bike lane. The parking on the Central Park side is used for people visiting the park. We should take this opportunity for 90% government funding, and get a good bike lane like the one between Kilbirnie and Newtown.	
Manish	Solanky	yes		
Vishal	Solanky	yes		
Vanita	Solanky	yes		
Hannah	Temple	yes	I am in support of this. Increased safety for cyclists, encouraging more cycling and less cars on the road.	
Solange	Thorp	yes	Without doubt, this change would get me on a bike and change the way I live in this city for the better	
Anna	Williams	yes		
Anna	Bridgman	yes	I think a trial is a great idea to see how this will make cyclist feel safer on the roads and the effect on other road users	
Gareth	Brazier	yes	Anything that encourages fewer car journeys and safer infrastructure for all road users is great	
Paul	Gardiner	yes	This infrastructure is needed. Vulnerable road users are at the mercy of speeding heavy vehicles and cars. Mode separation is essential in this location to protect lives. Consideration must be given to continuing the resolution indefinitely.	
Anna	Hoffmann	yes		
Pam	Olver	yes	I'm a yes BUT. This seems poorly thought through and a knee jerk response using Covid to justify changes. What happens when cyclists get to the top of Brooklyn road, the narrowest part of the road? The traffic doesn't suddenly disappear and the parked cars line the road on both sides. Where do the bikes go? If you going to spend money on pet projects please make them complete and worthwhile in the first instance. How much is this going to cost?	
Sagar	Solanky	yes		
Bill	Brierley	yes		
Sondra	Bacharach	yes		
Jonathan	Coppard	yes		
Nicholas	Dominick	yes	I bike up the Brooklyn hill daily. A cycle lane would increase cycle safety and make biking a lot more enjoyable. I think the passing lane is not needed as it creates excessive speed and provides little benefit due to congestion at the Brooklyn lights.	

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Phil	Clatworthy	yes	Its a great proposal. However I think that on the double land section rather than lose the entire left hand lane to traffic it could be made a slow vehicle lane so only very slow vehicles could make a deliberate move to the left to enable others to pass. It would be a narrower lane, to cater for the width of the cycle lane, but drivers would use their discretion as to if it was safe to use that lane and then cyclists would only occasionally have vehicles in close proximity.	
Andrew	Gow	yes	I'd like my kids to be able to ride up Brooklyn hill safely, and at the moment it feels like a racetrack especially the passing lane. I also wondered about the feasibility of a cycle path up Central Park just off the road, with offshoots at Bidwill and Washington, terminating at Owhiro. Fully separated, uphill only, nicer scenery, less noise.	
Geronimo	LaHood	yes	I support anything that will reduce carbon emissions. This needs to be our priority now.	
craig	sengelow	yes		
SALENA	DAVIE	yes	The section at the top where Ohiro Road meets Brooklyn is the part that makes the most difference to me. This is a busy intersection with traffic turning into and out of Ohiro Rd, a step uphill stretch (cyclist going slowly and potentially holding up traffic flow) , following a the bus stop requiring cyclists to move away from the shoulder. Aside from this I am keen to encourage all steps toward making Wellington a more bike friendly and environmentally sustainable city. With the rising popularity of e-bikes, cycling is becoming less of a fringe activity and more accessible to many. Particularly those who had previously been reluctant to commute longer distances. The better the infrastructure the more likely that people will cycle. One of the highlights of our Covid-19 confinement for me was the lack of vehicle traffic, the increase of walkers and cyclists and the wonderful silence.	
Joanne	Witko	yes	It should be permanent.	
Jeremy	Macey	yes	I personally don't mind about a meeting. we need to take the transport bull by the horns - I encourage lotsa talking between council and community on the way. Maybe that means I support a meeting, couldn't make it to the zoom unforch Thanks for gathering opinions	
Nicky	Boughtwood	yes	This cycle lane trial is a great opportunity to encourage people from Greater Brooklyn to commute by bike. Brooklyn hill is a relatively easy place to implement a decent cycle lane. COVID-19 gives us the reason and govt funding to put this lane in place now. However, if we are all honest, we all need to do our bit to be drive less and cut our carbon emissions to ensure a decent future for our children and grandchildren. Losing a bit of time on the hill behind the odd slow truck is a small price to pay.	
Sarah	Burgess	yes	A cycle lane will improve my daily ride up the hill.	

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Milo	Davies	yes	I 100% support the proposal. Brooklyn Road is an obvious candidate for a cycle lane as it's an extremely wide road and is particularly dangerous for cyclists with several blind corners and lots of trucks. Our son would love to be able to ride to College, but at the moment it simply isn't safe enough, so we clog up the roads by often driving him to school. I frequently cycle into the city, and I'm a very confident cyclist however I feel I have to ride up the right hand side footpath rather than go on the road because it's too dangerous.	
Jason	Eady	yes	What a fantastic idea. Rates are collected from all types of road users and should not just spent of motor vehicles. Those that cycle should be supported as the more people that cycle; cleaner air, less traffic (faster car journeys and more carparks), less strain on health system through in-activity.	
Ian	Logie	yes	There should be monitoring of the numbers of people a) using the cycle lanes, b) private vehicles, and c) public transport. These numbers should be tracked over time and compared to pre-covid times. If there is not a significant increase in cycling on Brooklyn hill, then residents will have 'voted with their feet' and it should be returned to the present state. If there is a significant uptake, great!	
Nick	Mouat	yes	I support the pop-up cycle lane proposal as it gives everyone the opportunity to trial it at very low cost to rate payers and in a way that is totally reversible. Having walked and biked the route most days since the proposal was made public I have come to the realization that it also provides improvements for pedestrians as well as cyclists, most notably in crossing Brooklyn Road at/near Bidwell Street. This project can be further strengthened through the pop-up lane's evaluation and feedback.	
Sergio	van Dam	yes	It is obvious that we need to spend more time walking and riding bikes, and less in cars (for physical and mental wellbeing, and environmental reasons), and experimenting with road configurations is the best way to do so.	
Ben	Zwartz	yes	had a good one online already. Sounds like a shouting competition, to be discouraged.	
Oscar	Ames	yes	I really want to bike to Wellington College, but my mum won't let me because of the traffic. If there is a bike lane, she said I can bike because it would be safer. I am sure lots of my friends would be keen too as we can't often get on the buses as they are too full from Brooklyn or you have to wait ages for one from town. It would be good to use too to see my friends in other suburbs and would definitely encourage me to bike more.	

Brooklyn Road - TR99-20

Gracie	Ames	yes	I really want this bike lane so I can bike to tennis lessons at the Renouf Centre, because now I walk because it is too dangerous to bike on the road - I go there twice per week. I could also get videos in Aro Valley and get to the transient mountain bike park safely with my friends as my parents won't let me ride on Brooklyn Hill or Ohiro Road as they are too dangerous with cars. I hope this bike lane happens and stays forever. Aged 12 years.	
Samuel	Ames	yes	I would really like to have a bike lane up Brooklyn Hill because I am not keen on the buses at the moment and need to get to tennis at Renouf twice per week and Karate at the Dojo on Brooklyn Hill twice per week and it would be great exercise and quicker to bike. It would also give me a safe way to get to Pol Hill and the Transient mountain bike tracks as I am not allowed to bike that way at the moment on the road because my parents think it is dangerous and there are heaps of trucks going to the tip - and I am a bit old for the footpath (16y). It would be cool too to be able to bike to the waterfront safely so I hope this bike lane will stay in the future too.	
James	Ivey	Yes	Just a quick message to say i think this is a great idea.TR99-20 - pop-up uphill bike lane on Brooklyn Hill. Big pats on the back all around whoever helped get this underway. I do hope it happens. And if it does please ensure we know who is responsible so the public can vote for them when the time comes? Or at least congratulate them on great work if they are not folks who get voted for.	
Blair	Hiscoke	Yes	We support the proposed Brooklyn Hill bike lane. I think that it is good to remove the traffic lane and parking going uphill. Biking uphill cyclists are slower, and weave about more. The current layout has the cyclist in a live lane and between a bank, parked cars and pedestrian push outs. This can make the cyclist feel unsafe when large trucks, busses and cars speed past, close to their handle bars. When driving in a vehicle up this hill, it is rarely that there are very slow trucks going uphill. Most of the time the vehicles speed up racing up the hill, adding to the danger for the cyclists.If this becomes permanent there could be an opportunity to create a shared path on the uphill lane to improve access to the Nairn St Park. The down hill path could also be made wider where there is room.It would be interesting to do a bike count (once we are back to normal) and compare the change in cyclists using Brooklyn Hill.	
Ellen	Blake	Yes	We support the cycle lane on Brooklyn Hill and would like to see this made permanent. It is especially important for uphill cyclists to have best practise separated and on-road facilities. We would like to see this extended to the Brooklyn shops.	

Brooklyn Road - TR99-20				
Elenor	West - Generation Zero	Yes	This is a popular cycling route, especially for commuters, and we support this plan to make it safer. We would like to see a proposal for permanence if this trial is successful. Having a safe, reliable cycle route into the city will encourage residents of Brooklyn to switch to a healthy, sustainable mode of transport.	
Daniel	Stevens	Yes	I wanted to say that I think TR99-20 is a great idea. As someone who has previously cycled up and down Brooklyn hill on a daily commute - and nearly been knocked off my bike multiple times by speeding cars, buses, or trucks - this is long over due. I hope it will be made permanent.	
Sam	Bridgman - A2B	Yes	1.0 Overall comment in Support: We strongly support this proposal. It is in line with the aims of more people using active transport to get to and from Brooklyn. For people who already cycle the route, it will make the ride up Brooklyn Rd much safer and more inviting. For people who aren't yet comfortable riding up Brooklyn Rd, it will remove one of the major barriers. This is especially relevant for those who have rediscovered (or discovered) cycling during the lockdown period and who wish to cycle instead of using public transport - but who are feeling vulnerable now that traffic levels are increasing again. A bicycle is an affordable alternative to bus trips, unlike the upfront costs (e.g. parking and fuel) and hidden costs of commuting by car. We also believe that this will provide more sense of comfort for drivers on the hill as there will be less chance of an accidental close pass or accident involving a driver and a person on a bike. We encourage Council to get this cycle lane operational as soon as possible to make a safe route for cycling, as an attractive option in Wellington's transition from lockdown towards a 'new normal'. 1.1 Feedback on detailed design 1. We agree with the route chosen. All alternatives (e.g Central Park, Ohiro Road, Nairn Street, Thompson St etc.) score much worse for one or more of directness, gradient, road width, proximity to parked cars, route clarity, and personal security. 2. Allowing cyclists to avoid the existing pinch points from kerb build-outs and pedestrian refuges on Brooklyn Rd and the risks associated with passing parked cars will make a big improvement. Many of these situations are currently unpleasant and very unsafe, even for experienced cyclists, forcing cyclists into traffic, and are probably a major barrier to people starting to cycle the route (we are aware of life threatening near misses caused by pinch points and ebikes	
Danny	Stevens	Yes	I wanted to say that I think TR99-20 is a great idea. As someone who has previously cycled up and down Brooklyn hill on a daily commute - and nearly been knocked off my bike multiple times by speeding cars, buses, or trucks - this is long over due. I hope it will be made permanent.	

Brooklyn Road - TR99-20

Carl	Savage		<p>It is: 1. poorly designed. It has been poorly researched and prepared</p> <p>2. laughable to say it is a measure to enhance social distancing for cyclists due to Covid19 – it is an insult to the collective intelligence of the community. Shame on the council and its officers. 3. in its appearance to be an old proposal, conveniently dusted off, and attempted to be rammed through with little or no public consultation</p> <p>4. potentially going divide the community along the lines of pro and anti cyclists – such as we have seen happen in Island Bay – this possibility is very high and we see signs of this already appearing. 5. a substantial waste of ratepayer and taxpayer money on a temporary project as we plummet into a substantial economic recession with little to no accountability for ramming through a project that has little to no local community consultation (outside cycle activist groups), 6. going to penalise substantial numbers of the Wellington City Councils own social housing tenants - and other surrounding neighbours - by taking up to 139 coupon car parks (WCC own numbers) through this project when they are needed – not always but regularly – by local residents, commuters, sports groups (tennis players at the Renouf Tennis Centre, karate club and public playground 7. going to affect the councils own balance sheet through the loss of revenue from – hundreds of thousands of dollars annually? – parking fees when the council is desperate for revenue 8. will create traffic bottlenecks at key times during the day when heavy commercial vehicles going to the three southern landfills, buses carrying passengers, trades and other related industries involved in three (off the top of my head) residential developments within five minutes of the Brooklyn village use this key arterial road to access these residential developments 9. this proposal should be terminated and a PROPER AND GENUINE</p>	<p>Thank you Carl for your time and effort that has gone into writing this submission. We appreciate your valuable feedback.</p> <p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be easily changed to respond to any issues or feedback from the community.</p> <p>Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Pinch points will be considered in the detailed design to ensure safety for all road users.</p> <p>Should the proposal proceed we will be monitoring the situation and If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.</p>
Ann	Campbell		Don't waste money - fix Berhampore	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p>
Kyle	Lunman		<p>I am supportive of cycleways but the proposed resolution is trying to fix a problem that doesn't appear to exist, eg that section. Less Mickey Mouse tinkering (eg 100m sections of green lanes here and there) and do proper or don't bother.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

Brooklyn Road - TR99-20				
Kate	Gourdie		I just had a customer wanting some more info about a consultation TR99-20 on the website at the moment for proposed pop uphill bike lane on Brooklyn Rd. Customer would like to know what data has already been collected to create second submission? What day and time data was collected too. She doesn't think bikes use Brooklyn Rd all that often and to take parking away would not be ideal. Especially because this was created for Covid-19 but we now in level 2 so everything is starting to go back to normal. She would like some more info into the data collected before making a submission online. Please contact Avis- 0272416234.	
Peter and Mo	Luxford		<ol style="list-style-type: none">1. Please supply a copy of the parking survey carried out in relation to the proposed deletion of car parks.2. Please supply a copy of the safety audit and any previous safety information that Council has under the current road configuration.3. Please supply the cost estimate for the proposed capital works.4. Please supply any information held by Council as to how the level of service of the intersections between Webb Street and Ohiro Road will be affected as a result of the proposed change.5. Has Council done any modelling to determine what, if any, delays to PM peak hour flows for southbound traffic will occur as a result of the carriageway being configured to a single lane?	

Brooklyn Road - TR99-20

Ian	Ross		<p>First may I offer my apology for a delay in response to the leaflet placed in our letter box late on Saturday 23rd. For reasons summarised below I was of the view that the included information in this was not sufficiently complete to provide an appropriate response. Attempts to seek further information from the Council on 24th, 26th and 27th proved futile thus I trust you will excuse a rather incomplete response on my part.</p> <p>First may I offer my apology for a delay in response to the leaflet placed in our letter box late on Saturday 23rd. For reasons summarised below I was of the view that the included information in this was not sufficiently complete to provide an appropriate response. Attempts to seek further information from the Council on 24th, 26th and 27th proved futile thus I trust you will excuse a rather incomplete response on my part.</p> <p>b) The proposed change is stated to be to provide more space for cyclists "in response to Covid-19 social distancing guidelines". It is not clear from published government data what distancing guidelines are referenced. As far as I was able to ascertain such distances are essentially 2 meters separation in proximity with strangers and 1 meter with familiar persons. Is the proposed cycle lane intended to allow a 2 meter separation between cyclists? It does not appear based on my enquiries that specified separation of cyclists has been included in Government guidelines but the proposed 2 meter wide lane would not appear to allow a 2 meter separation while still allowing separation of cyclists and motor vehicles.</p> <p>c) The impact anticipated includes improved safety of cyclists. No data is included regarding the current injury rate of cyclists in this area, nor the relative risk of uphill versus downhill travel. It thus does not seem</p>	<p>With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane.</p>
Christopher J	Wells		<p>Has consideration been made for completely isolating cyclist such as using central park with a bike specific gradient?</p> <p>Be nice to see permanent solutions invested in for a little bit extra.</p> <p>In my opinion a high priority project should be an over-bridge as discussed here:</p> <p>Link in email</p>	

Brooklyn Road - TR99-20				
Perry	Aspros		<p>Submission on TR99-20 Temporary Pop-up Uphill Bike Lane on Brooklyn Road</p> <p>This submission is made by the Greater Brooklyn Residents Association under the headings</p> <p>A-Introduction to GBRAI position</p> <p>8-Summary of our position</p> <p>C-Democratic process</p> <p>0-Contextual and Design queries</p> <p>A. Introduction</p> <p>We are aware that opinions within our residential community range across a wide spectrum from strong objection through to strong support of this temporary cycle lane. As such, we are taking active steps to prevent this becoming "Island Bay 2.0" and as soon as this Traffic Resolution was released we scheduled an urgent meeting of the Executive Saturday 16th May.</p> <p>We are aware that opinions within our residential community range across a wide spectrum from strong objection through to strong support of this temporary cycle lane. As such, we are taking active steps to prevent this becoming "Island Bay 2.0" and as soon as this Traffic Resolution was released we scheduled an urgent meeting of the Executive Saturday 16th May.</p> <p>B. Summary of GBRAI position</p> <p>1. We ask for a deferral of the submission date in order to organise community input -potentially in person (depending on COVID emergency levels) so as not to erode democratic process.</p> <p>2. As an Association we are in favour of active transport modes and we are supportive of constructing a permanent safe cycle lane(s) (or perhaps a shared path) to and from Brooklyn.</p>	
Wendy	Nielson		<p>What about the existing bus stops? Do the buses use the cycle lane?</p>	<p>Buses will stop outside the cycle lane and the road will either be remarked outside the bus stop or the cycle lane will be redirected through the footpath area on the inside.</p>

Brooklyn Road - TR99-20

Ron	McGann		<p>On the suggested route of the pop-up cycle lane there are currently SEVEN Cyclist Pinch Points. These are where pedestrians can cross Brooklyn Rd more safely and consist of a footpath extension on the eastern side of Brooklyn Rd, a small central concrete island refuge and a corresponding footpath extension on the western side of Brooklyn Rd. The footpath extensions on the eastern side of Brooklyn Rd, together with the central refuge limit the available road width for vehicle traffic, which includes a considerable number of large dump trucks and trailers heading for the Landfill. The net effect of the road width limitation at these pedestrian crossing points is the creation of a number of CYCLIST PINCH POINTS, where the slow moving cyclists travelling uphill are not able to be safely overtaken by following motor vehicles, especially the large dump trucks and trailers, as well as double decker Metlink buses (#7 route). Being tail-gated by a large dump truck and trailer (or double decker bus) at the pinch points, unable to overtake, on a very steep hill is really intimidating for cyclists (especially new cyclists). There are SEVEN Cyclist Pinch Points along the proposed temporary proposed cycle lane viz. By Central Park Apartments where there are also two cyclist unfriendly sump gratings Opposite Central Park entrance - By the Wellington Electricity substation, just before the Nairn St intersection .At bus stop #6715, just south of Bidwill St intersection. At bus stop #6716, just north of Washington Ave intersection. Outside #187 Brooklyn Rd, where the footpath narrows. Outside #143 Brooklyn Rd, where the gradient increases just south of the bend. It would be a great improvement to the safety of cyclists travelling uphill in the proposed Pop-up cycle lane if they were able to avoid riding between the footpath extension and the central concrete refuge, followed by large dump trucks</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Your suggestions will be taken into account in the detailed design of the scheme. Some points may not be possible to actioned because of the temporary nature of scheme and the need to minimise the physical works to achieve any changes.</p> <p>The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>
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Brooklyn Road - TR99-20				
Ian	Ross		<p>For brevity I have addressed my comments in the order presented in the leaflet submitted. a) I note that the proposal relates only to an uphill cycle lane, thus can it be presumed that downhill users, who travel significantly faster, will be excluded from this lane to minimise risk to both parties? If this is proposed how will this be effected? b) The proposed change is stated to be to provide more space for cyclists "in response to Covid-19 social distancing guidelines". It is not clear from published government data what distancing guidelines are referenced. As far as I was able to ascertain such distances are essentially 2 meters separation in proximity with strangers and 1 meter with familiar persons. Is the proposed cycle lane intended to allow a 2 meter separation between cyclists? It does not appear based on my enquiries that specified separation of cyclists has been included in Government guidelines but the proposed 2 meter wide lane would not appear to allow a 2 meter separation while still allowing separation of cyclists and motor vehicles. c) The impact anticipated includes improved safety of cyclists. No data is included regarding the current injury rate of cyclists in this area, nor the relative risk of uphill versus downhill travel. It thus does not seem clear from the data provided that the safety benefit from this proposal will provide a greater safety benefit than other road safety initiatives. d) The impact also includes loss of 139 parking spaces over the proposed route. This appears likely to deter residents use of inner Wellington businesses which does not appear consistent with Government's advice to shop local to assist business recovery post Covid-19. Has the impact to this been assessed? e) The proposal includes loss of the inner uphill roading lane. As you will be aware this is used by a large number of heavy vehicles en route to the Happy</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine. The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. With the reduction in traffic the removal of the passing lane on Brooklyn Road is expected to have minimal impact. It will also help reduce the conflict of two lanes of traffic merging with cyclists at the end of the passing lane. We acknowledge that with the removal of parking it will be difficult for some residents but there is parking in the general area, albeit residents may need to park further afield. The temporary changes align well with many of our city and regional goals, including the plan to move people more people with fewer vehicles and reduce emissions that cause climate change.</p>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install 900 metres of temporary cycle lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway
Why we are proposing the change	<ul style="list-style-type: none"> To provide more space for biking in response to Covid-19 social distancing guidelines
Location – where we propose to make the change	<ul style="list-style-type: none"> On both sides of the road in the section of Onepu Road between Leonie Gill Path and Rongotai Road
Impact	<ul style="list-style-type: none"> Improved safety for cyclists Removal of 41, P60 car parking spaces The centreline (in part) to be relocated to enable the installation of the cycle lanes and to minimise parking loss.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 15 May 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR100-20 Onepu Road - pop-up bike lanes both sides
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form at www.wellington.govt.nz/haveyoursay</p> <p>For more information, or assistance you can contact us by email at trfeedback@wcc.govt.nz</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Friday 15 May 2020 and finishes 5.00pm Thursday 28 May 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 5 June 2020. The proposal will go to SPC Committee on Thursday 11 June 2020. If approved, the proposal will be installed within the next 3 months.

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Traffic Resolution Plan: TR100-20 Onepu Road, Kilbirnie – pop-up bike lanes both sides



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Following submissions, please find below updated detailed plans.

A copy of the submissions and the Officer's responses can be found attached to the SPC Committee Report.

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Legal Description:

Delete from Schedule A (Time Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Onepu Road	<i>P60, At all times</i>	<i>East side, commencing 140.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerblane for 26 metres</i>
Onepu Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 15.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerblane for 34.5 metres.</i>
Onepu Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 61 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerblane for 69.5 metres.</i>
Onepu Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 141 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerblane for 27.5 metres.</i>
Onepu Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 168.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerblane for 14 metres.</i>
Onepu Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 191 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerblane for 8.5 metres</i>
Onepu Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 44 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerblane for 73.5 metres</i>

FEEDBACK RECEIVED

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Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Onepu Road	<i>Cycle Lane, At All Times</i>	<i>East side, commencing at its intersection with Rongotai Road (Grid Coordinates X=1,750,349.45m Y=5,424,356.02m) and extending in a Southerly direction following the eastern kerbline for 210 metres</i>
Onepu Road	<i>Cycle Lane, At All Times</i>	<i>East side, commencing at its intersection with Coutts Street (Grid Coordinates X=1,750,286.61m Y=5,424,137.35m) and extending in a Southerly direction following the eastern kerbline for 244 metres</i>
Onepu Road	<i>Cycle Lane, At All Times</i>	<i>West side, commencing at its intersection with Leonie Gill Path (Grid Coordinates X=1,750,255.79m Y=5,423,895.64m) and extending in a Northerly direction following the western kerbline for 244 metres</i>
Onepu Road	<i>Cycle Lane, At All Times</i>	<i>West side, commencing at its intersection with Coutts Street (Grid Coordinates X=1,750,281.55m Y=5,424,158.51m) and extending in a Northerly direction following the western kerbline for 210 metres</i>

Prepared By: Stephen Harte (Project Manager)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 04/06/2020

Onepu Road - TR100-20

First Name:	Last Name:	Do you agree ?	Comments about TR100-20:	Officers Response
Stephen	Moore	No	There is no expectation of cycle number increase to justify the loss of 41 car parks which is significant and moving the centreline is dangerous	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Tim	Parker	No	Onepu road is a lovely wide road. Large enough for parked cars, cyclist, cars and buses, in both directions. Don't waste money on this please	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is also co-funded by NZTA as a Covid response project to support mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Ray	Teahen	No	seems a waste of money to be temporary. if it needs done for safety do it permanently. Unclear how a bike lane has any link to Covid distancing regulations - currently bikes are on road, walkers on footpath so already apart (cars irrelevant as people are inside them)	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is also co-funded by NZTA as a Covid response project to support mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Duncan	Kenderdine	No	I am concerned that this initiative doesn't tie well enough into the rest of the cycle network and should be postponed until the connections to other sections and the beach are better defined.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Gaye	Bergquist	No	This would be a waste of council monies, which would be better spent on drainage and water. We are also moving into winter and even your staunchest cyclist will drive their car to the cbd.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co-funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Tim	Henley	No	Does someone who proposed this cycle and live on Onepu road? Seems a random and unnecessary place to put a cycleway.	A long list of projects were considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.
Nikolaos (Nik)	Zahariadis	No	It is high time WCC has re-assessed its priorities with the deciding factor being: necessity, urgency of situation and implications if basic infrastructure is neglected by prioritising projects on the basis of "nice to have" rather than "must have operational NOW"! Wake up city councillors before it is too late to save our city!	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co-funded by NZTA as Covid response projects.
Jamie	Jane	No		
Aneesha	Budhia	No		

Onepu Road - TR100-20

A	O'Sullivan	No	Ridiculous pursuit of an agenda to solve a non existent problem. Can't believe the council is spending time, effort and money on such a waste unless it is to progress an agenda the ratepayers did not vote for. At the absolute minimum the council should tell us the cost and the impact especially of removing hundreds of car parking spaces. No wonder the council is becoming a laughing stock.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jill	Ford	No	This is a waste of 20,000 (though why this costs this much is just ridiculous) be much better to have bike lanes from Leonie Gill to Crawford rd, where most cycle commuters go and cars insist on trying to over take on blind corners.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is also co funded by NZTA as Covid response project to support mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. It is agreed that the provision of safe and convenient connections improves cycle accessibility and future links between Leonie Gill path and Crawford Road could be looked at in the future but the proposed link provides benefit to a greater number of cyclist at presents and links better to the wider network around Kilbirnie.
Nicola	Hawkins	No	Why are you wasting money on these initiatives? We have plenty of other more important things to think. Having lived overseas in large cities for over 20 years, Wellington doesn't have a traffic problem...	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Blaire	Alder	No	Comolete waste of money, blatantly pushing your agenda under the guise of covid-19. No doubt these changes will mysteriously become permanent after the publics attention is diverted elsewhere, i.e. an ellection. You people are as transparent as a lump of concrete. If we can be trusted to walk behind someone at a safe distance, then why not next to someone?! Beggars belief. There is a million other things this money could be spent on that would be far more beneficial and productive. But hey, lets just blindly push an agemda through, not my money right?!	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Michelle	McGuire	No	A major hazard on a main road. Look at Island Bay. Will this really be temporary? I doubt	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Ian	Anderson	No	I would only support this proposal if these temporary changes only last as long as Wellington is in level 2-4 lockdown. It is not clear from the proposal how long the temporary changes are intended to be in place. If the real intention is for these changes to be permanent then they shouldn't be classified as a temporary response to Covid-19.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Thomas	Guldborg	No	This being a one way lane on each side could work, but only if it is wide enough for faster riders to pass slower riders, and if it is going to be kept clear of debris, which I highly doubt.	The lanes are proposed to be 2m wide which is sufficient for cyclist riding in one direction. The lanes will be monitored and maintained while in place.

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T	Peters	No		
Justin	Smith	No	Waste of money. Fix our water and sewerage.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
David	McNicholas	No		
Charlotte	Jarvis	No	wate of money. This should not be a focus when other needs are highly required in the city, like public transport issues and water issues. Cyclists dont use the cycle lanes we have and Island bay has proven this was a waste of time and road use	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Chris	Morley-Hall	No	Why make cycle ways on both sides of the road - Instead make a good two way cycle way on one side of the road and give it proper definition and separation from the Rd. The western side would make sense to keep the area around the bus terminal clear. Instead of just putting water barriers / concrete blocks / road cones in place to define the temporary walk ways/ cycle ways please consider something more appealing such as planters.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is also co funded by NZTA as Covid response project to support mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Providing space on each side of the road in the same direction as general traffic is more legible for users and avoids a number of conflicts that would created in getting cyclist to a two way path on one side of the street. Using both sides of the street is in line with deploying these temporary changes with the least disruption possible.
robert	douglas	No	I think the council should focus on important matter like - Reducing rates to zero for Wellington Business instead of increasing them to 5.2% - Getting car moving, for most road users, bikes and scoters are not an option of getting there kids to school or sports or picking up shopping. - Fixing the Bus problems - Get the library back and running properly I'm a cyclist, I have a electric scooter and I use the bus. This expenditure is not a priority in the scheme of things and using Corvid 19 to justify it is a complete joke.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Tony	Hodson	No	Oh no not another Island Bay stuff up?? Dangerous decision to do this outside very busy supermarkets! Will you guarantee these changes are Temporary as you make out or will they accidentally become permanent once done!	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Mark	Jacobs	No	I am very concerned about the impacts of this for vulnerable residents, through the loss of parking spots for essential businesses like the GP surgery and the funeral home and crematorium. I can see no reason to go ahead with this proposal	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Lia	Moon	No	I am against anything that is proposed by or in any way supported by Julie Anne Genter and the Green Party as a cynical way to progress their agenda under emergency conditions. This proposal is not properly researched or thought out, nor is it necessary, and JAG and the Green Party will claim it as a victory when it will deliver nothing of value to the people of Wellington.	<p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Serge	Peeters	No	Does not make sense under Level 2, cost not justified for a temporary solution. Why is this an issue here but not on narrow walking tracks or mountain bike tracks.	<p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Anthony	Yeo	No	This looks like a hastily considered proposal driven by a pro-cycling agenda 1) waste of ratepayers' money. 2) we will move to level 1 soon 3) seems like a covert attempt to trial permanent cycle lanes 4) Many other priorities (flooding in Karori, tagging, local business) Please do not proceed.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons.</p>
Sophie	Michot	No	Why does this temporary proposition sound like a permanent one? We are now at level 2 going to level 1 before the end of this consultation and far before the Council meets and review these propositions i.e. 11th of June. Is it a way for the Council to do work that it had envisaged without paying the main cost burden (90 percent funded by Waka Kotahi NZ Transport Agency's Innovating Streets Fund)? How much money is going into a temporary action? This public consultation so late in the Covid 19 handling of the crisis is quite baffling.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine</p>
Gareth	Morgan	No	I don't believe this is necessary and WCC should restrict unnecessary spending as rates affordability is causing substantial mental and financial stress for ratepayers currently. This will be a very visible example of wasteful spending if it goes ahead.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe.</p> <p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.</p>
Cim	Lang	No	Kilbirnie of so very short of parking spaces as it is, to take them away will have negative impact on business. Also cyclists are fine where they are, this is a community which looks out for its citizens already. Don't waste the money. Also cyclways take up too much space across width of road and cause further traffic problems we don't want.	<p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Nathan	Meyer	No	Absolute waste and underhand tactics.Look at Ringotai rd cycle way never used!	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe.</p> <p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.</p>
Murray	Grindlay	No	There are not great numbers of cyclists that use this route, and in any case the road is quite wide. To remove parking may well cause problems for shoppers - quite a few use the carparks. With winter approaching and many people back at work, it is unlikely that the number of cyclists will be what it was during the nice autumn days of lockdown.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Arthur	Pan	No	It is a waste of money and will be unused whilst causing traffic and safety issues	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is also co funded by NZTA as Covid response project to support mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Dr Stephanie	Matich	No	<p>I oppose the loss of 40+ carparks in an area presently very short of car parks.I also think there will be increased safety risks if a cycle lane goes ahead, both for cyclists plus pedestrians plus cars. My surgery presently has parks just outside on Onepu rd About 40 + people come to the surgery each week day and about 50% or more of these are elderly and disabled.Removing parks will disadvantage them and hinder their medical care..I require ambulance access at all times in case of medical emergency. Rita angus retirement home is on the corner of Onepu and Coutts st and their elderly residents regularly walk to the shopping center and supermarkets. Countdown and paK and Save are large busy supermarkets with entry and exits onto Onepu road.I wd predict more car versus cyclist accidents with a cycle lane on Onepu rd. The bus barn on Onepu road regularly has large buses exiting and entering off Onepu rd ..Cyclists are more difficult see than cars, so perhaps there will be more bus versus cyclist encounters. I also like the other workers in Kilbirnie park when at work on Onepu road and again this will cause much inconvenience If there is no parking then people wont shop here . The council is meant to tasked with helping local businesses not actively hindering them. If a cycle way is intended to continue the one presently making Constable st so narrow then the natural progression of this is onto Rongatai rd which is quite wide and then onto the mirimar peninsular I wd like to add also that although the covid virus situation is still developing I know of no research that shows that cycle lanes prevent Covid virus spread. In light of the above concerns , I trust WCC will not proceed with the proposal to replace 40+ parks on onepu rd with cycle lanes . Thankyou Dr Stephanie Matich MBChB FRNZCGP</p>	<p>The temporary removal of car parks provide the necessary space to implement the project. Providing additional space for cyclists to support more mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change</p> <p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p>

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Phillip	Bolton	No	This appears to be way of installing cycle lanes to the detriment of parking. By the time they are completed it is likely that social distancing will be to a point that these are not required. There is no guarantee they will be removed	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Roger	Johnson	No	THIS IS SO STUPID I CAN'T BELIEVE THE COUNCIL IS CONSIDERING SUCH A BLATANT DISREGARD FOR RESIDENTS WHO LIVE ON THESE STREETS - BIKE RIDERS ARE INVASIVE AND HAVE NO SUCH RIGHT TO PASSAGE.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Kevin	Clarke	No	On principle as pointy headed bureaucrats are brain dead and need to venture into the real world.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Andrew	McLean	No	Classed as a "temporary" cycle lane. Yet there is no word on what kind of timeframe that is, or what will happen when it runs out (return road/parking to normal?). Plus there are many Bus Drivers who park on Onepu Road (no buses at 5am etc). This will remove a lot of options for them which will cause more buses to either run late or not at all. There are also several houses down Onepu Road who will lose any car parking options outside their house (which they use now) causing even more spots to be lost for Bus Drivers/Kilbirnie Shop Workers.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Graeme	Buchanan	No	Totally disruptive to both businesses and traffic. While your website gives no details as to how it would work it is only possible if all of the turning bays are removed. That means traffic flow is affected detrimentally at both intersections, each direction, and at turning points into various large and key businesses. Unnecessary jamming. And how many bikes are we talking about? No data provided. The catchment area is only Lyall Bay, minus those who already go via Te Whiti St to E Bay or via Childers to Crawford. I know that the figures at Miramar Cutting for a much larger catchment area at peak hours were around 20. Risible! And then there is the so-called context/purpose of this: Social distancing for cyclists. You have to be kidding. There are not enough cyclists in half an hour in this area to risk infringement of the 10 people group. THIS PROPOSAL IS WRONG AND MISGUIDED ON ALL COUNTS. It appears to be a second shot at something that was rejected previously.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is as Covid response project to support mode choice and social distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The proposal makes no changes to the intersections and how these operate. Traffic flow is unaffected as no space is taken from general traffic because the space for the cycle lane comes from the kerb side parking area.
Duncan	Domett	No	Why are u doing this now The less disruption the better after what we have just been thru !	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine

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Digby	Paape	No	Citizens are scared of public transport, now, and for a long time to come. They are reverting to cars. More cars on the road mean MORE parks are required and road room. This move of the council has unintended consequences, which are more traffic congestion, slower commuting times, and the need to park further and further from the CBD. There will be a few switching to cycles until wintertime. They are young, fit, don't shop, or have children. FYI. None of the changes affect me personally.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Jon	Pottinger	No	This is totally unnecessary and a complete waste of ratepayers money and removing the car parks is ridiculous. At a time when the cities infrastructure is in desperate need of major repair what is this disfunctional Council thinking??	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project.
James	Sheppard	No	Oh my lord Stop screwing up the Eastern suburbs Roads i.e. Crawford road & Rongotai road are a complete waste of time and valuable Money & Resources, hardly Anybody uses it nor are they even Cleaned 2 twice weekly like Not ever ! I'm a Cyclist and I Ride on the Road not on Any of your Stupidly placed cycle lanes !! to this proposal is stupid it can be a busy road & having 2 cycle lanes will make this road far to narrow !	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Kerry	Wood	No	The section between Coutts St and Rongotai Road is short, and with dangerous junctions at both ends. It seems unlikely to improve cycle safety	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Mee Moi	Edgar	No	Onepu Road is a busy road, evidenced by 60 minute car parks since it's on the edge of the shopping village. With the onset of winter, demand is likely to go up for quick trips to the supermarkets and shops in a car. Wellington isn't that nice in winter for cycling. Terrible idea. Our risk for catching COVID-19 outdoors is minimal (~1% to 4% apparently). I'd rather central government give the money towards our water and sewage pipes.	The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
guido	Seevens	No	There is absolutely no need for cycle lanes along Onepu road. The proposal puts these lanes along the busiest sections with lots of carpark entry exit points and bus movements. There are roads parallel on both sides to Onepu road that would suit cycling traffic better.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
dfgs	rg	No		
Tom	Law	No	1. These are perported to be temporary arrangements required by additional foot and cycle traffic as a result of covid 19. As New Zealand is now in level 2 heading toward level 1 and out of all levels, I question whether the need for this will continue to be needed. 2. In the light of other financial commitments (particularly the high costs of infrastructure water, sewerage, etc) I am not convinced that expenditure on this proposal can be justified. 3. Expenditure on existing initiatives re cycleways (Island Bay) need to be completed first.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Erin	Pearce	No	First, the worst of the Covid-19 related restrictions will be over by the time this plan is due to take effect. Second, it seems like a waste of money at a time when we are likely to be charged more for council fees that are already pretty darn high. Third, taking away parking spaces in such volumes in a fairly busy area will just cause issues as people compensate for the lack of spaces in narrow and crowded side streets that are already excessively crowded.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary removal of car parks provide the necessary space to implement the project.
Virginia	Saffioti	No	Absolute waste and underhand tactics.Look at Ringotai rd cycle way never used!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
andronicos	economous	No	I oppose the proposal on many levels temporary or not.Firstly the notice given is way too short for proper evaluation and parking is of utmost importance not double cycle lanes.The cost to us is not welcomed or necessary.Our law is not arbitrary and proper procedures should be met before you interfere with peoples lively hoods. Shame on the councilors pushing for these unacceptable plans	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
margetina	economous	No	I oppose the proposal on many levels temporary or not.Firstly the notice given is way too short for proper evaluation and parking is of utmost importance not double cycle lanes.The cost to us is not welcomed or necessary.Our law is not arbitrary and proper procedures should be met before you interfere with peoples lively hoods. Shame on the councilors pushing for these unacceptable plans	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
andy	economous	No	Firstly I oppose your planned changes.Its a shame that people we should trust end up in power with the ability to have a change on peoples lives and livelihoods.The notice given is way to short to have a proper response by the public to the said proposal.Temporary or not or the use of covid19 excuse is deplorable but a sneaky way to introduce changes. Parking is of premium and your removal of them is deplorable to say the least and for what?? cycle lanes for 4% of the Wellington population. Shame on you all and double shame for wanting to spend our hard earned money in times of crisis	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>

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Edith	Campbell	No	Please do not remove these car parks as my podiatrists in in this area and I have limited mobility so will find it harder to visit her if I can not get parking close to her facilities.	<p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p>
ailsa	campbell	No		
Julia	Burgess	No		
Jez	Thomas	No	My neighbourhood. I don't see cyclists using this route, plus it's such a small chunk of road marked out in the proposal that I don't see it having much of an impact.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Shayne	Mcclure	No		
nenab	natho	No		
Catriona	Evensen	No		
Joanne	Morris	No	(Im an individual who runs a business in Coutts st kilbirnie. I also chair the Kilbirnie BID, which is making a spearate submission) This opportunistic, unresearched proposal will cause great harm to kilbirnie businesses, because carparks in the kilbirnie shopping area are at a premium now - as WCC's 2019 study proved- and many shoppers are elderly, or young parents with kids in pushchairs, or people who need a car to transport groceries etc. Apart from the loss of 41 carparks - a huge number - the sole entrance to the Countdown and Warehouse stationery carparks, the petrol station and one entrance to Pak n Save would all be blocked by a cycle lane, and what's left for vehiclss using the important and very busy roadway would be too narrow for buses, delivery trucks and cars to drive safely. The proposal demonstrates either ignorance of or utter disregard for the needs of Kilbirnie shoppers and businesses and is totally unfair to businesses trying to survive weeks of losses and upset from covid 19,which came on the heels of the serious loss of revenue caused to many of us throughout 2018by the bus, drain and cycleway changes in the area. This proposal has already caused a great deal of upset and stress to Kilbirnie business people who had no warning of it and who cannot believe that a responsible Council could be contemplating it. It is a perfect example of policy making on the hoof without regard to relevant information and, importantly, to the interests of those who will be seriously harmed by it.	<p>We know the removal of car parking concerns some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The removal of 41 on street carparks must be viewed in the context of the relatively high number of off street car parks within close vicinity. In relation to the safety concerns raised, the designs have been checked by our safety engineers and all road widths comply with the relevant requirements and guidelines. That said we will be using temporary materials that can be easily moved or removed – so we can trial, monitor, and test things once they are in place. While they're in place, we'll make it easy for people to provide feedback on what's working well, and what isn't and some adjustments are possible. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with opportunity to provide initial feedback, including a zoom meeting with yourself, and the need to get them in place as quickly as possible to give people more choice in how they get around by making it safer and easier to bike in this part of the city.</p>

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Gary	Holmes	No	<p>The Kilbirnie Business Network opposes the planned cycle way along Onepu Rd for the following reasons: 1.This proposal has not been well considered. Originally there was a suggestion to run the cycleway from Leonie Gill pathway to Lyall Bay but this was not recommended by officers due to the number of residential carparks that would be lost. 2.The amended proposal from officers was to construct the cycleway from Leonie Gill pathway to Coutts St, however a couple of days before the May 7th Council meeting, councillors suggested that the cycleway be extended along Onepu Rd to Rongotai Rd, leaving no time for officers to provide formal technical analysis on the extension before council adopted the plan for consultation, except to indicate that the cost would double to \$40,000 and would result in the loss of 41 on-street car parks. 3.The drive for this proposal seems to be largely because the government is prepared to pay for 90% of the project cost and council didn't want to lose the opportunity of essentially "free money" and there has been a rush to find projects that meet the criteria.. 4.No consideration has been given to the impact on Kilbirnie businesses through a reduction in carparks, safety concerns from trucks turning in Pak N Save and the access to other anchor tenants such as Countdown and Warehouse Stationery. In the last parking study conducted by Council in 2018, it was found that there was a high occupancy rate of parking in the Kilbirnie Shopping centre – the loss of an additional 41 parks will not help this. In addition, no consideration has been given to the removal of disabled carparks required by some businesses such as the local doctor's surgery. 5.No evidence has been provided to support the proposal, such as cyclist numbers in the catchment area. Indeed, those numbers, if they do exist, are likely to be tiny because the</p>	
Kevin	Bovey	No	<p>This is the most stupid idea, it is very difficult and dangerous now to try and get out of Cruikshank Street onto Onepu Rd, with traffic buses and now this proposed cycle way. the loose of parks which the bus drivers take most of will cause chaos.</p>	<p>The proposed cycle lane is unlikely to make it more difficult to exit Cruikshank St. Separating cyclists from the general traffic stream and removing car parks is required to provide the necessary space to implement the project and keep vulnerable cyclists safe. While parking will be lost there are other car parks in the area albeit they are further afield.</p>

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Trish	Harrison	No	I oppose the planned cycle way along Onepu Rd for the following reasons: 1. This proposal has not been well considered and this appears to be a rushed attempt to find projects that fit the government's criteria for and there has been no formal technical analysis on the proposal that we have seen from officers except that the cost of the project is \$40,000 and would result in the loss of 41 on-street car parks. 2. No consideration has been given to the impact on Kilbirnie businesses through a reduction in carparks, safety concerns from trucks turning in Pak N Save and the access to other anchor tenants such as Countdown and Warehouse Stationery. In the last parking study conducted by Council in 2018, it was found that there was a high occupancy rate of parking in the Kilbirnie Shopping centre – the loss of an additional 41 parks will not help this. In addition, no consideration has been given to the removal of disabled carparks required by some businesses such as the local doctor's surgery. 3. No evidence has been provided to support the proposal, such as cyclist numbers in the catchment area. Indeed, those numbers, if they do exist, are likely to be tiny because the catchment area is essentially only Lyall Bay. We have had feedback from keen cyclists who indicate they wouldn't even use this cycleway and officers and councillors have been unable to answer how the introduction of these on-road cycle ways contribute to improving social distancing. 4. Council has not been able to say how long these "temporary" cycle ways might be in place for and in fact the cycle ways could be made permanent. 5. No alternative options seem to have been considered. Businesses, already badly impacted by the lockdown, have not been consulted. In terms of a "response" to the crisis, this is just another burden for those businesses which rightly are focussed	<p>A long list of projects were considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p> <p>These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine</p> <p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p>
Binay	Jagat	No		
Katy	Tijsen	No	Taking away those 41 car parks will impact our community dramatically. We already had car parks taken away from Rongotai Rd when the cycle way was put in there. Our off street resident parking now gets taken up by bus commuters from other streets and Pak N Save workers. This will make it even worse for us to try and get a park outside or near our house.	
Trinette	Gray	No	on road cycle lanes gives superficial protection for cyclists and we lose many customer and residential car parks.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Graham	Ashworth	No	Have you gone completely mad? How does social distancing in an outdoor recreational activity limit the spread of Covid-19 when there is no community transfer. This is a total waste of ratepayers money	We propose to introduce these changes to provide additional space for cyclists and pedestrians so that they can exercise social distancing in response to Covid-19 guidelines. Providing dedicated space will also improve the safety of vulnerable road users. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Mark	Dommett	No	The proposal is flawed as it is based on social distancing which may well not be required by the time this "temporary" measure is enacted. It will create significant disruption and cost for no discernable benefit. In addition there is no limit to this "temporary" measure. I am a cyclist and if you remove or segregate cyclists from traffic, neither cars nor cyclists learn how to live together on the road. This is an expensive and unnecessary folly.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project.
Penelope	Burns	No		
Philippa	Anderson	No	Please just leave as is. Road works effects business. Its hard enough already	The implementation of this scheme will not require extensive road works
Kelly	Moore	No	Would be a shame to lose all of that road side parking in a shopping centre that's already struggling.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Raymond & Elaine	Kane	No	The Parade in Island Bay has not been fixed yet and now the residents of Kilbirnie will be facing the same problem. We cannot afford to loose the carparks in Onepu Road as some of us park there and walk to Bay road to the shops and chemists. With trucks and busses using Onepu Rd, the road will be narrow and dangerous. The city council have also done away with 2 carparks outside our residence in Te Whiti St which doesn't interfere with cyclist as they have enough room to turn the corner and are not in danger if the cars are parked there. Please consider the residents and the businesses in Kilbirne when planning these stupid ideas.	We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Jakob	Paul	No		
Mrs	Bradley	No	Ridiculous idea. These lanes take up space and are hardly in use. In causes congestion and not to mention delays during the development phase.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The use of parking will provide the space for the cycle lanes which will not impact on the movement of general traffic though the area. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Their implementation is expected to have a minimal effect on business and can be implemented very quickly over a few days.
Amiel	Ravla	No	Where is your statistical analysis of how many cyclists currently use this section of road? Why hasn't simple & cheap technology like temporary CCTV units installed to capture time stamped footage from when cyclists use to prove if this is actually worthwhile - similar to the recent introduction of Rongotai Rd->Crawford Rd cycleways - where is the data to show Kilbirnie residents how many cyclists are using these lanes ?	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and taking the time to collect background information. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.

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Marvin	Bradley	No	Given the bus terminal is located on this road and the amount of bus traffic changing the layout make absolutely no sense. And above all will increase the accident and collision rate.	The proposed cycle lane is unlikely to make it more difficult to enter or exit the bus barns. Separating cyclists from the general traffic stream and removing car parks is required to provide the necessary space to implement the project and keep vulnerable cyclists safe. Restricting parking will also improve visibility at vehicle driveways improving safety for all users.
Peter	Moore	No	Onepu Road provides essential parking for the Kilbirnie township. Access to local shops and Kilbirnie Central Surgery will be negatively impacted with unintended consequences. A north-south cycleway has already been installed nearby in Te Whiti Street so there is no need for this.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Also with a lower number of motorists there is expected to be a lower demand for parking albeit in areas motorists may need to park further afield. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. It is agreed that the provision of safe and convenient connections improves cycle accessibility and permeability similarly this proposed link provides cyclist with another important link to the wider cycle network around Kilbirnie.
Josie	Farrell	No	This proposal is crazy. The stretch of Onepu Road between Rongotai Road and Coutts Street is so busy, with driveways from Pak n Save, Warehouse Stationery, Countdown and Pak n Save Fuel all in that one block. To add a cycleway in here would be asking for accidents to happen. Secondly, the cycleway on Rongotai Road is barely used. To pull out of Ross Street onto Rongotai Road is so dangerous, as you have to push out onto the oncoming traffic just to see past the parked cars. Also, to come out of the Kindercare carpark is extremely dangerous. Sitting in the driveway trying to turn onto Rongotai Road, there is almost no visibility of oncoming traffic as you can't see past the parked cars.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The use of the parking area will provide the space for the cycle lanes which will not impact on the movement of general traffic though the area. By providing cyclists with a separate facility it keeps these vulnerable road users safe and in turn should reduce the number of accidents. Unlike Rongotai Road the removal of parking will improve visibility from driveways. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Dean	Galt	No	Kilbirnie businesses are hurting from Covid-19. Carparks are already in short supply in Kilbirnie and if customers can't find carparks you will kill business in Kilbirnie. I am a very keen cyclist and there is no need for a cycle way along Onepu Road and to use covid 19 and social distancing as an excuse is very disgraceful. Trucks pulling into our dockway will not be able to see cyclists in a cycle lane which will be very dangerous and someone will be seriously hurt or killed if this goes ahead.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Graeme	Buchanan	No	SUPPLEMENTARY SUBMISSION I have already made a submission. This addition is because I now have more information. The proposal was put forward by a Councillor after 2 ideas from Officers were (rightly in my view) rejected. Those proposals firstly went back South from Leonie Gill Pathway (and I note your officers can't even spell that correctly!) to the beach at Lyall Parade, and then they proposed the first part of this idea, ie, northwards but only as far as Coutts st. Cr Free instead said lets make it all the way to Rongotai Rd. She didn't think about the impact on businesses (her words) and officers had done no business impact assessment or traffic impact assessment, costings were plucked out of the air, and no data about use was produced.. This is an absolute disgrace and a blatant grab for free Govt money.	The possibility of extending the cycle lane to Lyall Bay was considered but not pursued because the benefits of doing so were out weighed by the loss of parking. The current proposal provides a safe and convenient connection that improves cycle accessibility and permeability to the wider cycleway network in and around Kilbirnie.
Antonios	Houtas	No	I find bike lanes on the inside of parked cars extremely dangerous eg Island Bay & Rongotai Rd please do not spoil more of our nice wide Roads there's plenty of space for every type of user.What is the cost to rate payers ?	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. Car parking will be removed to provide space for the cycle lane so the road will not be narrowed.
Anthony	Beckett	No	I would have liked to be able to have a third option to the above question. I agree on having more cycle lanes throughout the greater Wellington area, however I think that a pop up (assuming temporary) cycle lane will cause confusion and therefore aggression and unsafe behaviours from both cyclist and motorists.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
Antonia	Pappafloratos	No		
Aneesha	Budhia	No		
andronicos	economous	No	I totally object to the said proposed changes.It will penalize indirectly citizens lively-hood	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
Grant	Young	No	Strongly disagree to these pop up changes when we have ZERO cases of Covid in Wellington. I am an avid cyclist and don't need stupid wider cycle lanes and footpaths when the current roads and footpaths are perfectly adequate when used with some commonsense. Spend WCC time & money on issues that will help business & individuals keep jobs not pander to the paranoid who can't walk/ride past someone for 2 seconds without fear.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Asher	Derbyshire	No	We are a business on Cruickshank Street and highly rely on the parks that are going to be taken away because of the cycle lane. If these are taken away it's really going impact our gym in a very bad way.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. In the section between Coutts St and Leonie Gill path parking will only be removed from the East side of the street. This should have only minimal impact on parking in this area albeit some motorists may need to park further afield. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Ashnit	Kumar	No		
Mark	Sherlock	No		
Johnny	Curtis	No		
Kathryn	Rush	No	unnecessary. Country about to move out of alert level 2. Winter is approaching - fewer people will bike and MORE people will drive.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
andy	economous	No	I oppose the proposed changes as a proper evaluation has not been permitted due to wcc short notification.The wcc cannot arbitrarily have the right to remove my ability to earn my income and then demand that I pay for the privilege through rates. Shame on you wcc	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
Tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable.Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable.Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
Marina	Stevenson	No	Tired of the council catering to the cycling group, send our rates on things that will make a difference to the majority. Just sick of council pandering.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.

Onepu Road - TR100-20

Warwick	Henderson	No	Installing pop up cycle lanes here and removing parking capacity will harm local businesses and adversely affect residents' ability to park in that area. Pop-up cycleways are not a welcome addition to our city. With winter coming fewer people will take their bikes and will prefer to sit in a warm, comfortable car on their way to work rather than get soaked and cold. The COVID-19 argument is as weak as they come. Meanwhile the existing cycleways we have are ignored by many cyclists. If WCC proceeds with pop-up cycleways, will the council enforce their use by cyclists?	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. We will be monitoring the schemes and enforcing as required. Monitoring will ensure we can trial and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
Sophie	Hart	No	My grandma lives at Rita Angus and it's hard enough for the old people to make it to the supermarket as it is safely.	The proposal should have no impact on the movement of locals around the area.
Kelly	Gray	No	Cyclists tend to cause far more issues when they are given something like a cycle way. They say the cycle ways are not maintained and they choose to ride in the car lane causing traffic to slow. They also refuse to obey the traffic laws and not signal when turning or give way to motor vehicles. They take their own life in their hands when they ignore the safe option. The cars should have room. Taking away any further road means cars cannot provide the safety of 2m distance the cyclists demand	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. We acknowledge that some cyclists will continue to use the road but this is seen as acceptable because they are generally confident to do so. With the removal of car parking space will be created for the cycle lane to keep these vulnerable road users safe.
Alun	Rei	No	The road layout had already been fiddled with for cyclists making several of the intersections dangerous due to visibility problems for all users. Rongotai Rd has been stuffed up and made dangerous so council needs to stop mucking about with the streets for the sake of it. Safety for ALL road users should be the priority not a small group who are fair weather road users at the best of times.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The use of the parking area will provide the space for the cycle lanes which will not impact on the movement of general traffic through the area. By providing cyclists with a separate facility it keeps these vulnerable road users safe and in turn should reduce the number of accidents. Unlike Rongotai Road the removal of parking will improve visibility from driveways. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Christina	Billing	No	As a Kilbirnie resident, cyclist and Green and Labour voter I ABSOLUTELY DEPLORE YOU for suggesting these completely unnecessary changes which are both expensive and hazardous to our community!!! The current cycle lanes imposed on Rongotai Road are NOT USED and are a complete HAZARD to drivers and cyclists!!! I am afraid to use them as a cyclist and afraid of killing someone as a driver! Not to mention this is the WORST USE of taxpayer money in the area when our sewers are bursting every second week and the Council cannot contain the sewerage in Lyall Bay!! The Kilbirnie community functions very well without further cycle lanes and you have obviously not studied the impacts of current cycle lanes on driving restrictions and their actual usage or you would not be proposing such ludicrous ideas!!!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The use of the parking area will provide the space for the cycle lanes which will not impact on the movement of general traffic through the area. By providing cyclists with a separate facility it keeps these vulnerable road users safe and in turn should reduce the number of accidents. Unlike Rongotai Road the removal of parking will improve visibility from driveways. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

Onepu Road - TR100-20

Nik	Artemiev	No	Waste of good money - we don't need it because the country is almost at Covid alert level 1	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Gerry	Okane	No	There is a lack of parking already in Kilbirnie and this will further exaggerate it. No one is asking for these lanes especially with they are not permanent.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Winston	Hannaway	No	Not enough space for a bike lane. Will end up being a big waste of money for something that wasn't broken in the first place just like island bay. A bike lane in a small area does not encourage people to ride a bike.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jamie	Thompson	No	I frequently park on this piece of road (as I am not local but have family in the area) and visit many of the shops, and it is hard to get a park on Bay Road. I think it is unfair to park in the supermarket car parks if I am visiting other shops. I also shop at shops on the other side of Pak n Save, so if I parked on Bay Road, I would then drive to these other shops, so I would get less walking in and cause more emissions.	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Elizabeth	Carson	No	<p>These proposals are another example of where our City Council is spending all of their energy and funding. It's clearly a backdoor way for the Council to implement "temporary" changes which will ultimately become permanent. As a long term rate payer I am distressed and appalled at how the City Council has been managed over these last five years and am fed up with the focus being on cyclists (who are in the great minority) and not on the wider issues we are facing - busted water pipes, earthquake strengthening projects that are languishing due to bureaucratic fallout, increasing congestion at pinch points around Wellington (especially the Basin Reserve and Kilbirnie Park/Evans Bay), the unconsented Concrete Crushing Plant on Kaiwharawhara Point, an Events Centre which has been continually delayed with infighting and egos and the lack of progress with supporting local business and our local economy and poor road/footpath conditions. Notwithstanding our Government funding for major roadworks has been allocated to other councils as we can't make any decisions. I am a huge supporter of being healthy and ride a bike myself. I am not, however, a huge supporter of spending millions on unnecessary bike paths that are never used or policed (Hutt Road is a shining example of how we've spent millions, affected businesses and still have to battle with cyclists on the road!). I am not a supporter in anyway of creating more cycle ways until such time as our other major projects are addressed. It is a continual frustration to see buildings closed down for years (Old Town Hall, Gordon Wilson Building, Library - the list goes on!) and no one can make a decision. It's all infighting and appealing to the minority's wishes. We have so many more issues than whether our cyclists can get to work! With winter looming - there will be less cyclists and pedestrians. We don't</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change</p>
Bruce	Welsh	No	<p>I am concerned that following covid 19 and the drastic effect on businesses, council wishes to remove parking from one of the main streets of Kilbirnie. Businesses need support to get their custom back and their income to replace what was lost. Onepu Road from Rongotai to Coutts is well used for shopper parking and limited to 120 minutes. Then from Coutts to Endeavour is used for residents as well as staff parking during the day. This section also fronts the bus barns where often busses are parked back through the Coutts St intersection. Council should be encouraging people to come to the shopping centre, not making it more difficult. There are also safety issues with entrances to other premises. But the continued drive to remove parking for cycling is ill advised. Leonie Gill walkway is used well for recreational use but not business use. Any cycle traffic brought to/through Kilbirnie from this change will mainly be recreational and not people going to work.</p>	<p>The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. The removal of parking will also assist in improving visibility for motorist exiting driveways. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Also with a lower number of motorists there is expected to be a lower demand for parking albeit in areas motorists may need to park further afield. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The provision of safe and convenient connections improves cycle accessibility and permeability similarly this proposed link provides cyclist with another important link to the wider cycle network around Kilbirnie.</p>

Onepu Road - TR100-20

geoff	kiddle	No	I oppose the proposal for the following reasons 1) This mixing cyclists with heavy traffic Buses and 40 tonne trucks which will eventually result in a serious injury accident Cyclist V truck usually result in seriously injured cyclist anda bit of blood on the truck tyres Separating cyclists from heavy traffic flow is a primary reason reason for the Evans bay and Cobbham drive and Crawford road cycleways 2) This forcing cyclist into the second and third busiest intersections in the Eastern bays 3) Onepu road between Coutts Street and Rongotai road is frequently clogged with traffic and with the carparks used by heavy trucks and buses The road is designed for this traffic and the type of traffic should flow along Onepu Road Cyclists should be utilise a much lower density roads such as Endeavour Street then into Ross Street then into the exsting cucly lane on Rongotai Road and then onto the Crawford Road cycle lane 4) The proposal will eliminate parking for the elderly and disabled who go to Doctor Matich This is not acceptable especially when there is an alternative route which is low traffic 5) No evidence has been presented regarding the numbers of cyclist utilising Onepu Road in the morning and afternoon nor any cost / benefit analysis 6) Onepu road is an important carpark facility for shoppers and employees for the Kilbirnie Retail sector Parking is difficult to find according to my customers Therfore these carparks need to be retained Not everyone does there shopping on a bicycle 7) From my perspective I strongly disagree with the TR 100-20 and it must not be proceeded with	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. The removal of parking will also assist in improving visibility for motorist exiting driveways. Also by using the parking area there is no impact on road width for general traffic. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Also with a lower number of motorists there is expected to be a lower demand for parking albeit in areas motorists may need to park further afield. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The provision of safe and convenient connections improves cycle accessibility and permeability similarly this proposed link provides cyclist with another important link to the wider cycle network around Kilbirnie.
Michael	Hirst	No	Make cyclists buy registrations & have a license plate if they want to have same rules which are never enforced(seen plenty running stop signs & red lights but want to be legal road user come on now) & makes everything fairer & I think would calm everyone down	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. Cycle safety is enhanced by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride giving better clarity to all road users.
Katrina	Smith	No	Not necessary to do this, there are parking issues along these roads already for people attending funerals and cycle ways on surround8ng streets that are under-utilised. Also I see a problem with buses having To cross cycleways to enter the bus workshops	The removal of car parks is required to provide the necessary space to implement the project. Providing additional space for cyclists supports mode choice and enables space for social distancing. The removal of parking will also assist in improving visibility for motorist exiting driveways and crossing the cycle lane to access properties. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Michele	Morris-Denize	No	This is another bright idea of the council= The Island Bay cyclist lanes have made traffic movement virtually impossible to feel safe driving. It's dangerous, in that there is reduced traffic room. We have stopped shopping where there is a dangerous road marking - re cycle lane. Originally we used to live in Island Bay - we moved away - the suburb changed. We love shopping in Kilbirnie, near Evans Bay Miramar & Brooklyn that is now our base. No more cycle lanes it costs ratepayers money !!! now exiting Covid	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. The use of the parking area will provide the space for the cycle lanes which will not impact on the movement of general traffic through the area. By providing cyclists with a separate facility it keeps these vulnerable road users safe and in turn should reduce the number of accidents. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Helen	Neonakis	No	sick of these bike lanes, waste of taxpayers money, last years you spent 100's od 1000's on Evans bay parade and the bikes don't use them, waste of my money. STOP wasting my rates on bicycle lanes	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Grant	Lundon	No		
Finola	Dunn	No	I disagree with the need for pop-up bike lanes on Onepu Road. There is no increased cycling and walking currently, beyond normal levels, and even at normal levels social distancing is not an issue. People are easily able to walk on either side of a footpath without creating a health risk. These are wide footpaths, and do not have heavy pedestrian flow. This seems like a late and over-reactive response to covid. Initially, when we were in level 4, people got comfortable with using the road for walking / passing others / cycling. For a brief time in level 3, people didn't change their actions in line with the increased cars back on the road. This is no longer the case, and to install pop-up bike lanes seems completely unnecessary.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Ian	Picken	No	The change is identified as temporary, but there does not appear a mechanism to change it back once it is not required. Before confirming the change, there should be an agreed stage at which the measures can be reverted back as they are. Otherwise this will be seen as a permanent change being sold under false pretences. There should be no further consultation or approval required to revert the changes to their original layout.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Natalie	Lundon	No	Nothing wrong with how it is now. Have been riding my bike around Kilbirnie for years with no issue. Roads are wide with plenty room for bikes and cars. No need for stupid cycle lanes.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.

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Lynette	Simpson	No	Please don't do it. Parking is so important for business that needs our support at this time.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Lucy	Sykes	No	Stop wasting time and money on unnecessary crap. You need to think about how many people will benefit from the proposed changes (the 20 people who cycle this route every day) versus those who will be negatively impacted (the hundreds of drivers). You need to focus on productivity and income generation for the greater group, not the whims of the 20 who might decide to cycle today, if the weather isn't too bad (but given it's almost winter, that's not many people). Of course, you're screwing mothers again too. She can't put their two kids in the back of their bike to get them to and from daycare before she hotfoots it to work to try to find a suitable hot desk that hasn't been taken already by the non primary caregivers in her organisation. And the women doing caregiver duties helping out elderly parents and parents in law can hardly put them in the back of a bike to go and get their groceries together. Just stop wasting our rates on stupid work that doesn't benefit the majority of ratepayers. You have too many other things you NEED to spend the money on. Like water and wastewater infrastructure. And I don't care if NZTA would fund a good chunk of these works. They are pointless and counterproductive.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Tim	Parker	No	Losing parks to give cyclists more room on a wide road. I road my bike down onepu road daily and not once did I think there wasnt enough room. Please, leave it alone	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project which will not impact on the movement of general traffic though the area. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Glenn	Jones	No	While I support additional cycle lanes, my concerns on this proposal focus on safety and usability. Regardless of proposed lanes, a lot of caution required on Onepu Rd between two sets of traffic lights Rongotai Rd and Coutts St. The Onepu-Rongotai traffic light intersection is a shocker of bad design and the thought of directing additional cycle traffic through the current setup is inviting accidents. On Onepu Rd, as you pic shows, there's a double entry/exit to PaknSave (top right) then their truck/delivery access (inwards only) follows by entry and exit to their gas station. Across the road also multiple carparks including Warehouse Stationery and Countdown supermarket. At present (live further along The Whiti, off Coutts St) I walk or bus to Newtown 5 of more times a week through this area, cycling I chose another route, cycle lanes won't reduce traffic, possibly result in bigger build-up of vehicles at traffic light intersections, more anxious and 'in a desperate hurry for park' drivers, compounded by the loss of 41 spaces. It's already 'parking critical' around here with staff from PaknSave, Rita Angus, plus bus drivers all competing for the all-day parks. Removing those one hour parks will only hurt local businesses further, hardly a good idea in the current financial times. For reference I was HR manager for 3yrs at PnS, for two of those I had the corner office overlooking carpark and Ohepu-Rongotai intersection and have seen more than enough dodgy vehicle driving to make me wary of biking through at busy times. I am nit convinced this option is best use of funds.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This will give people more choice in how people get around and enable social distancing. The temporary removal of car parks provides the necessary space to implement the project which will not impact on the movement of general traffic though the area. The removal of parking will also assist in improving visibility for motorist exiting driveways and crossing the cycle lane to access properties. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Future work is planned to improve the traffic signal controlled intersection of Onepu-Rongotai-Evans Bay Pde.
Michael	Butler	No	Since going to level 2 the number of cycles has decreased dramatically. On my walk on Sunday for 2 hours I saw only 2 cycles where during levels 3 and 4 there was 1 every couple of minutes. These changes are not needed and will create chaos as there is nowhere else to park vehicles.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
John	Olver	No	There are no physical distancing requirements in level 1 of the Covid levels. Therefore the objectives of this proposal are no longer required as by the time this is implemented they will no longer be needed. Also there are no end dates for these changes which are required if, as the proposal suggests, they are temporary. Also the benefits of the proposal have not been quantified in any way or supported by any research. Also no mention has been made of any mitigation of the loss of parking for the local communities.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Gemma	Harrison	No	Onepu Road is big enough and safe enough to cycle along now as it is. Maybe take away those islands that poke out in the the road, and then it'll be 100% good. Please don't mess with onepu road like island bay, it really doesn't need it.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.

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Clea	Matthews	No	I agree with Onepu Rd South of Coutts St. For the bit by the supermarkets and petrol station I think it would be much better to combine cycle lanes with an approach to utilising quieter routes so would advocate for transferring to Leonie Gill before the bus garages then left onto Ross St., Down to Rongotai and across zebra crossing on to existing cycle lane down Tacy and Kemp Sts	Alternative routes have been explored in the past but in this proposal the more direct route to connect to the wider cycle network has been chosen to meet the expectations of the response package.
Peter	Skrzynski	No	Spurious reasoning of social distancing when the area is highly unlikely to have a large number of cyclists at any one time. Parking restrictions will have a major impact on local residents and visitors. No clarity on how "temporary" the proposal is.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Greer	Mathers	No	I think it's a waste of tax payers money	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is also co funded by NZTA as Covid response projects to support mode choice and physical distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Alan	Comer	No	pop up means temporary, why spend money in hard times non temporary stuff, save the money, lower rates	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The project is also co funded by NZTA as Covid response projects to support mode choice and physical distancing space. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
patricia	Cooney	No		
Andrea	Skews	No	Stop pushing thru cycle ways without any public engagement with the local communities. These changes affect lives along with health and safety of our communities. Our streets are not wide enough for these proposals and this type of railroading through cycle lobby group's demands is completely unacceptable and impractical in a city with such narrow streets as Wellington.	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. The temporary removal of car parks provides the necessary space to implement the project which will not impact on the movement of general traffic though the area. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
Paula	Reidy	No	There are much larger issues the Council should be spending taxpayer money on. Fix those urgent problems before worrying about cyclists. Let cyclists continue to ride as they are. It is up to them how they distance themselves.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Nicole	Prince	No	Lack of public consultation and WCC has a proven history of pushing through cycle lanes etc that are not wanted or needed, especially given many businesses are giving the directive to staff to continue to work from home to allow for social distancing in the work place.	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.
Samantha	Crawshay	No	It is not necessary you are a bit late off the mark. Good to keep up your sleeve in case of reemergence. You do not need to make this change. I do not like the wording that this is for covid and at the end you "might" return to original state. The council has more important things to complete with our rate payers money	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Tayla	Varcoe	No	This is highly unnecessary. People are back to work so why risk affecting the carriageway?	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Andrew	Witham	No	Waste of money. It's too cold, wet, windy and hilly for bicycles to be a mainstream form of transport. Hardly anybody cycles in Wellington. Have you learnt nothing from the Island Bay debarcle? I don't want want my rates wasted on this.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Cassandra	Papadopoulos	No		
Mark	Kelleher	No	There are not even enough cyclists to warrant this!	The provision of safe and convenient connections improves cycle accessibility and permeability in the city. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike. The proposal will to give people more choice in how they get around and enable social distancing. It will also enhance cycle safety by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lynne	Barr	No	Not Required	
Frances	Pearson	No		
Simeon	Copsey	No	Not required. A vanity project. Direct rate payers money to upgrading the underground water and waste infrastructure.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Paula	Muollo	No		
Linda	McNabb	No	This area is perfectly fine the way it is plenty of room for everyone.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jim	Wana	No	There are no active covid cases in Wellington and no cases for over 60+ days in wellington. No one in hospital due to covid in New Zealand. This is madness. It's ok to send our kids to school but work from home? PC gone mad in my view.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Joy	Baker	No	Onepu Road is narrow - all the household owners are going to lose their carparks. It shouldnot happen. Island Bay is a disaster!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This will give people more choice in how people get around and enable social distancing. The temporary removal of car parks provides the necessary space to implement the project which will not impact on the movement of general traffic though the area. We acknowledge the removal of car parking will be a concern for some. The proposed removal of parking from the East side of Onepu Rd from Coutts St to Leonie Gil path will have the biggest impact on resident parking but this should be minimal with other parking available in the area albeit in areas further afield. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Kathy	Gamble	No	Absolute waste of my rates money and parking issues just like Island Bay which was a joke. Can't believe Council going to continue to waste our money again	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Philip	Humphrey	No	Very wide road already. Plenty of roads to/from Kilbirnie to Lyall Bay. As with other comments, an absurd waste of valuable resources. We are entering a huge recession, use money for important issues.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project which will not impact on the movement of general traffic though the area. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
jim	Pinson	No	Unnecessary. already hard for traffic to flow. waste of effort and money. panders to minority of users. create huge frustration	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Tim	Bowden	No	Removes parking, high traffic volume lots of ingress and egress which will be carnage with cycling encouraged through here. Traffic will back up through Rongotai/Onepu intersection	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This will give people more choice in how people get around and enable social distancing. The temporary removal of car parks provides the necessary space to implement the project which will not impact on the movement of general traffic though the area. The removal of parking will also assist in improving visibility for motorist exiting driveways and crossing the cycle lane to access properties. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Robyn	Mathieson	No	Onepu Rd is wide and there is plenty of room for cyclists. There's no need to be spending Council money on this at this stage. It's not even a particularly busy road. Get those 1's and 2's trucks off the street and the library back open as your top priority!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. Providing dedicated space will also improve the safety of these vulnerable road users. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Mark	Hay	No	The changes are completely unnecessary (there are even less cyclists on the road than normal, putting aside the fact that biking will reduce during the colder months), will greatly increase vehicular traffic congestion for no good reason, and are a total waste of taxpayer money.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. Providing dedicated space will also improve the safety of these vulnerable road users. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Alan	Nelson	No		
Oliver	Martin	No		

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Sefton	Bates	No	<p>1) I do not believe that temporary cycleways are an effective use of WCC resources at a time when we all are heading into a time of global financial crisis. Projects with a temporary benefit should not receive priority over projects that are critical infrastructure (namely water and sewer) or that bring direct measurable economic benefits. The economic benefits of temporary cycleways are neither direct nor measurable in any meaningful way. 2) I do not believe that spending significant WCC resources on facilities to benefit a tiny minority of Wellington Residents is fair to the majority of Wellington Residents and Ratepayers who do not cycle. Less than 5% of Wellington's commuters are cyclists (as per Census data). The majority of Wellington commuters will not see any benefit from these proposed changes. In fact many will see significant negative impact. I believe the negative impacts will affect far more Wellington Residents and Ratepayers than the temporary cycleways will benefit. 3) I believe that the opportunity to have any benefit from temporary cycleways has been missed. At the current rate of progression, it is extremely unlikely that these cycleways will be in place before New Zealand moves out of COVID-19 Level Two. Furthermore, as we head it Winter, those who took up recreational cycling in Level Four and Level Three will be less likely to commute via cycle in cold and inclement weather (as is typical for Wellington in the Winter season). 4) I believe that WCC is attempting to make permanent infrastructure changes under the guise of being temporary both to deceive Wellington Residents and Ratepayers (who may otherwise object to permanent changes) and to use cheaper methods of construction (that would be otherwise unsuitable for long term use). No time frame has been given for the roll-out of these changes and no time</p>	<p>A long list of projects were considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised during the Covid pandemic. This has meant striking a balance between advancing projects and keeping the community informed. The removal of car parks is required to provide the necessary space to implement the project and keep vulnerable cyclists safe. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.</p>
Bobbie	Meyer	No	<p>As a long time Wellington resident, I am fed up with the money spent on cycleways.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p>
Michelle	Spiers	No	<p>The entire idea of temporary street changes in response to Covid-19 is ludicrous. This is not New York; these roads are never full of pedestrians and cyclists, except in organised marathon/running events when the roads are closed. If people need to social distance they can merely move around the subject in their way. To spend rate payers funds in this declining economic climate on such changes is criminal. The government have sent our children back to school and say we can meet in restaurants and groups of up to 100 people (although it is noted civil servants are not back to work, in town supporting the city) so these distancing measures are clearly not required. Utter madness. Baseless and and irresponsible use of rate payer's funds.</p>	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Robert	Poole	No	Given the lack of any active cases in the southern end of the North Island and the likelihood that physical distancing restrictions are to be eased soon, I see these temporary changes as a waste of money. They will inconvenience as many people as they will help. I am supportive of the improvements in cycling infrastructure that are underway across the city over the last five or so years, but the changes need to be sensible and planned so as not to get people offside. This proposal for a pop-up bike lane seems unnecessary (most cyclists safely use the road here, traffic is slow so cyclists can safely "own the lane") and too late given where we are in the COVID-19 response. Additional "slow down for cyclists" signage could be used instead.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. The temporary removal of car parks provide the necessary space to implement the project. Providing dedicated space will also improve the safety of these vulnerable road users. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
James	Malcolm	No		
Tony	Randle	No	The WCC has proposed several traffic Resolutions: 1.Install 1,579 metres of temporary cycle lane along the east side of Evans Bay Parade. 2.Install a 1,200 metre temporary uphill cycle lane on Brooklyn Road between Willis Street and Ohiro Road 3.Install 900 metres of temporary cycle lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway 4.Convert one traffic lane to a two way shared pedestrian/ cycling path by installing a 3,000 metre one-way vehicle restriction on Massey Road starting from its intersection with Shelly Bay Road to approximately 220 metres north east of its intersection with Karaka Bay Road (at the eastern point of the on-road angle parking bays) and also Prohibit vehicles from travelling from Scorching Bay to Shelley Bay (in the north, west and south direction) 5.Temporarily widen the footpath on the southern side of Stout Street and also Relocate two mobility parks and motorcycle parking to nearby locations The justification for these changes is "To provide more space for walking and biking in response to Covid-19 social distancing guidelines." The JCA supports WCC responses to support the social distancing guidelines under the Covid-19 lockdown emergency. It is important the measures are taken to ensure residents are kept safe. However, the JCA opposes these "temporary" changes being undertaken under the legal framework of Traffic Resolutions and therefor opposes all these Traffic Resolutions. The concern of the JCA is that the WCC is making legally permanent roading changes under the justification of supporting temporary Covid-19 health measures. There is no information on whether these changes are justified in terms permanent improvements to transport and accessibility. That these changes are permanent is supported in that the traffic resolutions do not contain any information on how	For these proposed restrictions to be legally enforceable they must follow the Traffic Resolution process. You are correct that legally the traffic resolutions do not have an 'expiry date' as such however as communicated in the Traffic Resolution process, Council intends for these to be temporary - They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be. Once the decision is made to remove the temporary installations, this will be carried out via the Traffic Resolution process.
Marc	Hill	No	Not needed. Social distancing is easily managed especially as its now established contagion happens in confined indoor spaces. Total waste of money especially considering loss of income to businesses a d council financial situation	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Allanah	Barr	No	Unnecessary, traffic flow is already frustrating enough.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This will give people more choice in how people get around and enable social distancing. The temporary removal of car parks provides the necessary space to implement the project which will not impact on the movement of general traffic though the area. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Johanna	Carter	No	Where is the cost benefit analysis what will this do to our rates	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Nigel	Solomon	No		
Olivia	Kiel	No	Big wide roads (as they are) make me feel safe to cycle on. Adding cycle lanes makes the roads smaller and the traffic more confusing to understand. At the moment I feel safe cycling	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This will give people more choice in how people get around and enable social distancing. The temporary removal of car parks provides the necessary space to implement the project and ensure cycle safety by providing a separated cycleway protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Robin	Boldarin - Miramar/Maupua Progressive Association	No	Not sure if Leonie Gill herself would have approved of the proposed car park removals, being aware of the impact on the retail sector which relies on the casual traffic for their clientele. We are aware of at least one retail outlet closing its doors due to Council-imposed traffic regulations. We oppose this proposal. This association is concerned over the restrictive time-frame for submissions on these proposals – 13 days in total. We are nearing the end of the coronavirus period (hopefully), the volume of traffic has noticeably increased and we are slowly entering the winter season when both cycle and pedestrian 'traffic' inevitably decreases. If there is an intention to monitor a particular sector of the 'traffic' it might be more productive if attention was directed to the freedom some cyclists take – i.e. cycling on footpaths, going through red traffic lights, no cycle helmets (which we understand is 'compulsory'), no rear light and (for some) a recklessness in wearing dark clothing indistinguishable in the darkening light. Pedestrians, in the main, assume a more responsible stance. Children (including teenagers) require a certain amount of care. The older - labelled by some as 'boomers' - also require care. For some, mobility equates with cars, driven either by themselves or a caring family member. The middle age group is generally the income-generating sector upon which these two age groups are reliant. Only a very small group within these are cyclists or, as the newer 'with it' group would say 'e' cyclists. There seems to be no specific reference to the latter and they are the ones which cause the most concern as there appears to be no specific monitoring of routes taken by these users.	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. e Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. The temporary removal of car parks provide the necessary space to implement the project. Providing dedicated space will also improve the safety of these vulnerable road users. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Catharine	Underwood	No	Complete madness to take a nice wide street with plenty of street appeal and room to maneuver and turn it into a night mare for the sole benefit of cyclists. Why not make one of the already quieter roads like Fergusson St or Queens Drive the cycle lane. There is no mention in the impact part of the plan on what the effect is on local businesses? What consultation has the council taken with those effected? What is the catchment area of this proposal? Quite small I would have thought.It may seem strange to you that as such a keen cyclist I am making this submission against the implementation of TR99-20 but I am not at all supportive of a project that hasn't been properly consulted on and is totally for the benefit on one user group to the detriment of all others. I urge those who are tasked with deciding whether to fund this project that they don't. It is a tick box exercise by Wellington City Council so they can be seen to be doing something. In all of this, it would be much better for all funding organisations/lobby groups/councils to join forces, effort and money into better cycling where it really really is needed. Like all the way up Victoria Street to Nairn Street, Petone to Ngauranga, up/down Ngauranga Gorge and Aro Street.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Other projects like you suggest were investigated to provide safe and convenient connections so as to improve cycle accessibility and permeability. However have considered this long list of projects and analysing them using multi criteria analysis it was decided that in this area a link along Onepu Road offered the greatest benefit to cyclists to link with the wider cycle network around Kilbirnie. While this project has a short term focus you can be assured Council will be looking in the longer term at permanent options for the types of projects you have suggested.
Lucy	Stewart	Yes		
Simon	Vita	Yes		
Craig	Stevens	Yes	There is a lot of shopping going on here and distancing and non car options must be supported.	
Arran	Whiteford	Yes	This will encourage people to bike to local shops.	
Karen	Jenkinson	Yes	Sensible idea - fully support	
Finnigan	Illsley-Kemp	Yes		
S	R	Yes		
Laura	Christie	Yes		
Kaye	Foran	Yes	Need to be careful about passing the 2 supermarkets as lots of turning traffic - so it needs to be clear that cars need to look out for bikes.	
Celia	McAlpine	Yes	Please do some more temporary protected bike lanes than just these!! Some more in town would be great too	
armando	Velazquez	Yes		
Nicci	Wood	Yes		
Andrew	Bartlett	Yes	With the sewer works cutting the end of the Leonie Gill pathway this is overdue, it should have been done earlier.	
Annie	Yeates	Yes		
Libby	Callander	Yes		
Dan	Addington	Yes		
Jacob	Jolley	Yes	I'm fully in support of these changes, the only thing better would if it were permanent. The parking spaces down Onepu road are pretty useless at the moment, there are large parking lots for large shopping areas either side.	
Catherine	Bisley	Yes	I bike this route regularly and this will make it so much safer.	
Russell	Tregonning	Yes	Excellent	
David	Spencer	Yes		
Lauren	Kelly	Yes		

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Ian	Miller	Yes	The safety concerns around biking through here with high volume traffic, buses and parked cars will be alleviated well.	
Corrina	Connor	Yes		
Joseph	Shannon	Yes		
Nigel	Hefford	Yes	Onepu Road is wide enough to accommodate this and it will encourage cycling in Wellington.	
Jonathan	Coppard	Yes	I don't think the proposal goes far enough. Onepu Road is the main North-South road in Lyall Bay and is very high traffic. To provide a proper, connected cycle route this should continue all the way to Lyall Parade.	
Ben	Nistor	Yes		
Kat	Saunders	Yes	As a keen cyclist who moved to Wellington from Auckland one year ago, this is excellent news. Wellington city is lagging behind with providing safe cycleways. I have found cycling in Wellington to be unsafe and I have stopped riding so often. I support all new cycleway proposals and hope they can be made permanent.	
Sofia	Robinson	Yes		
Mark	Higham	Yes		
Neil	Beckett	Yes	Feeling unsafe is a key factor preventing people from cycling for pleasure or to commute. Worth trying.	
Jules	Higham	Yes		
Andrea	Black	Yes		
Martin	Hefford	Yes	Great idea. Will improve health and wellbeing.	
Mark	Johnston	Yes	Yes, please take advantage of the NZTA funding and make this change to help less confident riders feel more comfortable on their bikes. Please consider making the change permanent after evaluating the success of this resolution.	
Sarah	Campin-Fordham	Yes		
Celia	Wade-Brown	Yes	Giving cyclists and pedestrians separate space is good practice	
Alex	Litherland	Yes		
David	Karl	Yes		
Lewis	Ellison	Yes		
Shane	Sinclair	Yes		
Rhiannon	Bertaud-Gandar	Yes	I support any resolutions that make the city more friendly for cycling and walking.	
Daniel	Neely	Yes	Fully support it!	
Josh	White	Yes	I personally don't see the point in money being wasted on a wide road. But would make it safer if no cars were to park on the road, more visibility. With supermarket shoppers and bus drivers	
Conor	Hill	Yes	You can do it!	
Igor	Albornett	Yes	how about extending it all the way to Lyall Parade?	This was considered but the loss of parking was seen to outweigh the benefits of providing a cycle lane at this point
Valerie	Townsend	Yes	excellent for commuters on bikes - Safer for them. we might see less cars and more cyclists.	
James	Barber	Yes	This is no way near enough. The crowded parts of the city are in the heavily populated areas near the CBD. This is where footpath extensions and temporary cyclelanes should be going. What the Council is proposing here is, frankly, lazy and tokenistic. You should listen to the recommendations by groups like Cycle Aware Wellington.	

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Bradley	Stockman	Yes	This upgrade should be made permanent.	
Ash	McCrone	Yes		
Lynn	Cadenhead	Yes		
Emily	Shrosbree	Yes	Support moves to give pedestrians and cyclists back the streets over car users. And I think this should be long term, not just for Covid-19 distancing.	
Matt	O'Neil	Yes	The Leonie Gill pathway is very popular with people walking, cycling and with young children. Increasing safe access to the centre of Kilbirnie and the shops opens up alternate travel options for the large community from Kilbirnie to Strathmore/ Miramar and elsewhere to take advantage of this access route. Links to WRAC and filed also.	
Flavia	Figueiredo Mach	Yes	Please we need to make safe and easy to bike and relieve the pressure on public transport and leave cars for those that really need to drive	
Sheila	Hart	Yes		
Denis	Mander	Yes	See comments in respect of TR98-20	
Anna	Williams	Yes		
Jean-Michel	Carnus	Yes		
Richard	Thomson	Yes	I support this proposal as it will improve safety, increase transport options and help progress towards decarbonising our community.	
Alice	Weir	Yes	Yes. Again, room for bike lanes and pedestrians should be permanent, not "pop up".	
George	Baird	Yes		
Georgina	Preston	Yes		
Anthony	Davies	Yes		
Peter	Mora	Yes		
Kris	Ericksen	Yes	Fully support - excellent concept	
Andrew	Kennedy-Smith	Yes	COVID19 response with changed work patterns and greater enthusiasm for walking and biking illustrate majority community/public support for walk-bike in place of car personal transport. Car/van use may be focused on transporting goods rather than individual commuting to work. Improvements in air quality, safety of walking/cycling, peoples health achieved in the lockdown period should be sustained and these benefits outweigh any inconvenience for few commuters caused by loss of parking or roadway. We as a community are ready to embrace this change.	
Stephen	Treacher	Yes	I think this is a great idea. (1) It discourages unnecessary and "long cut" use of all of the coastal route especially the narrow Shelly Bay to Miramar section. (2) It is a pleasant flat section to encourage cycling especially family groups. (Long cut = reduced time by going faster on longer route)	
Simon	Louisson	Yes		
Casey	James	Yes	I love this proposed change and I would encourage you to consider making this temporary change permanent if it is deemed a success.	

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Patrick	Morgan	Yes	The sooner the better. This will improve trips for people on bike, and also for trips by other modes. Currently some people cycle on the footpath, at some inconvenience to others. A bike lane will reduce risk. The lane needs to be physically protected by battens or cones, not just paint. Paint is not protection. I note this area is well-served by free off-street parking.	
Laurence	Harger	Yes	Major local routes like this one between Lyall Bay and Kilbirnie should all have cycle lanes.	
Susan	Guscott	Yes		
Jen	Jewell	Yes	Excellent idea, facilitating more active travel and public use of space.	
Alison	Ballance	Yes		
Matthew	Bartlett	Yes	Very excited about all these proposals. Partly because they appear to be necessary to preserve physical distancing at this time, and partly because I think they'll encourage more walking & cycling, which is great for health & emissions (bearing in mind the city's emissions reductions goals).	
SALENA	DAVIE	Yes	Our family of 4 all cycle as a form of transport and for recreation. I appreciate all improvements towards a more cycle friendly city. During level 4 and 3 I observed how many more people were out walking and biking in Wellington. It was great. This a perfect opportunity to establish what a more sustainable and cycle friendly city could look like.	
Carl	Howarth	Yes	I was concerned to read "If approved, the proposal will be installed within the next 3 months." This is required immediately.	
Rhedyn	Law	Yes	I am concerned about the time frame for installation, 3 months seems like an excessive amount of time and these temporary facilities should be installed immediately. It is also concerning that Wellington Council needed the push of a pandemic to prioritise pedestrian and cycling facilities.	
Julie	Williams	Yes		
Steve	Manning	Yes	This has to happen, the world has changed and we need to embrace a low carbon economy. These small step proposals allow easy-wins and encourage increased cycling uptake across Wellington. Increasing numbers of cyclists in turn results in a 'safety in numbers' effect, and safer roads for minority users.	
Isabella	Cawthorn	Yes		
Kath	Haines	Yes		
Tom	Kriha Goldstein	Yes	As a motorist and cyclist I strongly support separated cycle lanes to make cycling safer.	
David	Ponting	Yes		
Caroline	Robertson	Yes		
Kim	Kelly	Yes	I bike this stretch of road coming out of the Leonie Gill walkway and it would be an improvement to know the cycling is safer once leaving the walkway.	

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Richard	Goodyear	Yes	Please just do it. Even this change is so minor compared to what is happening internationally. More bike lanes, more walking. Liveable cities. the evidence is overwhelming. I am just so saddened that this is all we can drum up. Cars are the default in Wellington and yet you have already been told in the LGWM feedback that the majority of Wellingtonians want this. Please just get on with it. Don't make it temporary, be more ambitious. Please see what London is doing. There changes are light years ahead and they will be in place in six weeks. Ok that is my rant.	
Todd	Hayvick	Yes	Safer Encourage more people to get out of cars.	
Tim	Gittos	Yes	Please make permanent	
Lewis	Thomson	Yes	I think it is very important to have better cycling infrastructure to encourage more people to cycle, if these proposed changes happen it means people will feel more safe.	
Christine	Whiteford	Yes		
Mark	Murphy	Yes		
Peter	Woods	Yes		
Sonya	Cameron	Yes		
Max	Bloomfield	Yes		
Asher	Emanuel	Yes		
Errol	Greaves	Yes	Excellent improvement. It will make this ride so much safer.	
Phillip	Stallworthy	Yes	I strongly support this proposed change and I urge the council to make it permanent. Walking and cycling are obviously future transport solutions and we should take this opportunity to encourage and facilitate them.	
Tim	Riding	Yes		
Andrew	Roxburgh	Yes	Onepu Rd doesn't currently feel safe to ride. This will make a big difference.	
David	Laing	Yes		
Dr George	Preddey	Yes	Cars have no future in a carbon-zero world. In many respects the climate crisis is magnitudes greater than the covid-19 epidemic.	
Irina	Ilyushkina	Yes		
Simran	Rughani	Yes	We need to encourage more active transport, especially now that buses have limited capacity. So, I support more bike lanes.	
Oscar	Damerham	Yes		
Paul	Campbell	Yes	Safer cycling for those doing short trips for shopping or errands, limiting the amount of cars coming to the area and parking required.	
Jake	Roos	Yes		
Jacque	Bown	Yes		
Sophie	Auckram	Yes	With social distancing it is harder for people to space out as they bike, so more space for cyclists is much needed	
Anna-Mareia	Hammond	Yes	Cycling should be supported permanently to encourage healthy lifestyles and to keep cyclists safe. Driving should be discouraged for all but the elderly, those with disabilities and those with small children. We must lower our GHG emissions in NZ.	
Kit	Withers	Yes		
Joan	Waldvogel	Yes		

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Libby	Grant	Yes	The proposed changes are a practical and sensible way to respond quickly and effectively to the challenge of maintaining social distancing during this COVID-19 pandemic. During the lockdown more people than ever were out in their local areas exercising - walking, running, cycling. It is vitally important for the wellbeing (both physical and mental) of the population that people can exercise safely and keep socially distanced. I personally walk every day and have found it impossible at times to maintain social distancing without stepping out on to the road and risking injury or worse from cars. The proposed changes will make Wellington safer for everyone. These changes should be accompanied by some other simple changes such as slowing all traffic to 30km in the city, changing traffic lights so that they are automatically triggered by pedestrians thus avoiding the need for pedestrians to have to touch the button at the lights. Pedestrians should also be prioritised at traffic lights to ensure they do not have to wait. This will encourage more people to walk and leave their cars at home making our city streets quieter, safer and cleaner for everyone.	
Laura	Cooper	Yes	Totally supportive of this initiative to give additional space to cyclists and walkers. We need more of this!!!!	
Valerie	Love	Yes	Totally agree - making more room for cycling and pedestrians is vital.	
Philip	Tremewan	Yes	These are excellent proposals. But I do think they should go a whole lot further. These changes are just a fraction of what is needed.	
Arthur	Price	Yes	Please make this permanent	
Victoria	Cleal	Yes	This wide road should, again, have permanent bike lanes.	
Ina	Werner	Yes	Implementing bike lanes and temporary footpath extensions aligns with the international best practice we have seen from cities responding to COVID-19 around the world, including Auckland and Nelson. These projects will provide a sustainable and healthy option for commuters and leisure users alike	
Sarah	Wallace	Yes		
Nick	Kirkman	Yes	Make it permanent, and separated. Honestly stop dicking around and copy best practice. We know what that is; physical differentiation and separation. On central city roads this basically means a wider, two tiered sidewalk. Where there is space out of town it should be a cycle lane away from the road wherever possible. Follow grading rules so young kids and older people can realistically get around. Integrate routes with the bus and train networks and make it easy to take bikes - this already isn't bad but capacity worries stop commitment. The acceptance criteria for a good bike lane is: - I am happy my 6yr old can ride in it. - At a minimum, a car has to ride up a curb to access the bike lane. - I don't get excessively wet or muddy in bad weather (well drained, hard, clean surface)	
Leanne	Arthur	Yes		
Jake	Chapman-Olsen	Yes	Looks good. Hope it becomes permanent	
Thom	Taptiklis	Yes	Let's make them permanent	

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Moira	Smith	Yes		
Lennox	Lynch	Yes		
Jeremy	Baker	Yes		
Tessa	Johnstone	Yes	Wellington's lockdown demonstrated to me what can happen in our streets and communities when cars are left at home. Families, children, older people, all people feel excited and safe about heading out on to the streets on bikes and scooters and as walkers. When the infrastructure is there (or as in lockdown, when the cars are not there) people embrace active modes of transport. We need more than empty encouragement from council and government to do it. We need infrastructure that keeps us safe while we're doing it. The temporary cycle lanes you've proposed are not only a sensible public health measure for a pandemic, but for a future in which we want our communities and our environment in good health. These proposals are great, but the bare minimum we can do - there are some incredibly dangerous roads in Wellington city, and it's about time we prioritise cycling and walking on those roads, not fast moving traffic or parked cars. Specifically, I would like to see a pop-up lane from Island Bay to Owhiro Bay around the South Coast added. The temporary 30km/h speed restriction has been ineffective to say the least, and the only real way to make it safe is to reclaim some space on the road for cyclists and leave the footpaths to walkers. I support the existing proposals, and support them being in place permanently. I urge the council to fast-track other, heavily consulted and long-postponed cycling infrastructure projects like Newtown Connections.	
Joanna	Laurenson	Yes	Really sensible, better connects the existing cycle lanes in kilbirnie making it safer.	
Seamus	Maher	Yes	It will be great to be able to use this stretch of cycle lane from my house to get out to Lyall Bay. Full support!	
Chris	Owens	Yes		
Gerald	Parsonson	Yes	I think in principle this is really good and very forward thinking, it encapsulates Covid health and safety, road safety and public health, while also sowing the seeds for lowering carbon emissions going forward. Onepu Road is busy with lots of activities, shops, supermarkets nearby. Looking beyond Covid toward a more permanent cycle lane situation I would question the need to make the cycle lanes so wide. Wellington streets are generally narrow with often nowhere to go for cyclists. Having just 1 metre is a luxury and there may be ways of having less width in the cycle lanes here and preserving carparks, subject to Vehicle Engineer assessment.	
Thomas	Kay	Yes		
Craig	Ward	Yes		

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Kaya	Shlomi	Yes	This is a great idea to make cycling through and to Kilbirnie less dangerous. It is important that the design of the cycle lanes at the intersections is done well so that it's not scary and dangerous, particularly at the intersections of Onepu Road and Coutts Street where the left turn slip lane should be made much narrower and slower. Considering the traffic volumes, a slip lane here is probably not justified anyway, but I realise that changing the traffic signals would add unnecessary delay to this project. Traffic dividers such as flexi-posts should clearly delineate the cycleway and show everyone unambiguously that the cycleway has right of way up to the traffic signals, reducing ambiguity and conflict. A raised pedestrian crossing would also make a lot of sense here, improving the safety and convenience for people to walk to and from the Bay Road shops from the surrounding area, which could help reduce parking demand. It's also important that the connections to and from this bike lane at each end are clear and convenient and safe, particularly to both sides of Rongotai Road and through to and from the Evans Bay Parade route round the bays into town.	
Rachael	Jagger	Yes	Additional signage should be put in place reminding motorists that cyclists have right of way when cars are turning.	
Ella	Borrie	Yes	I support this - It will make biking this section much safer. Wish it had greater connectivity to other cycle lanes. I hope the cycle lane extends to intersections (often the worst place for cyclists and drivers)	
Greg	Williams	Yes		
Paula	Warren	Yes	It will be important that bus users can safely enter and leave buses. The approach used in Victoria St is not acceptable.	
Yvonne	Weeber	Yes	Excellent idea and should be made permanent. It would stop me fearing that I will be squashed by a bus on the western side of Onepu Road from Coutts Street to Rongotai Road. However I would suggest that the Council rents some of Countdowns carparks to provide for shopper parking.	
Liam	Harrison	Yes	This is great, though would like to know: How are pop-up bike plans separated from road traffic for the safety of cyclists?	
Grant	Petherick	Yes	Make temp and perm please	
Tam	Cao	Yes		
Byron	Camp	Yes		
Carl	Rein	Yes		
Allan	Wright	Yes	stop talking about it and do it	
Jacob	van Hulst	Yes	The more easily accessible cycling and walking facilities thee are promote a healthier and happier city.	
Owain	John	Yes	I've only skimmed through the proposed changes so can't give a full detailed review, but overall we so desperately need increased cycle access and prioritisation in Wellington that I imagine that these proposed changes will be most beneficial. Good luck!	
Marcelo	Fernandes	Yes	Sounds reasonable	
Rachel	Musther	Yes	Strongly agree with this proposal and removing car parking spaces to accommodate a cycle lane.	
Chris	Rosser	Yes		

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Nicolas	zilliox	Yes	Onepu Road is busy with lots of activities, shops, supermarkets nearby. Looking beyond Covid toward a more permanent cycle lane situation I would question the need to make the cycle lanes so wide. Wellington streets are generally narrow with often nowhere to go for cyclists. Having just 1 metre is a luxury and there may be ways of having less width in the cycle lanes here and preserving carparks, subject to Vehicle Engineer assessment.	
Tony	O'Halloran	Yes	This is THE WAY forward for Wellington. This will allow us to get in and out from the city safely (both from cars and from COVID) and will set WLG out as a leader in the country. Great move!	
Catherine	Hay	Yes		
Chris	Watson	Yes	Longer would be Better	
Kurt	Lenfesty	Yes	I hope this becomes permanent. Making cycling and pedestrian travel better will make Wellington a more enjoyable place to live.	
Don	Montgomery	Yes		
Paula	Ryan	Yes	Great idea, there's enough space and as it's a key commuting road it will create a safer bike route, particularly for school kids and hopefully encourage more kids and families to get out on their bikes.	
Abha	Sood	Yes		
Dan	Sharpe	Yes		
Shaun	Rosier	Yes		
Olivia	L	Yes	I strongly support the Onepu Road bike lane popup. And like all the other proposals for temporary bike lanes during this pandemic, I hope that one day they become permanent. It's an appropriate place to put bike lanes, and having them will provide a sustainable and healthy option for commuters and leisure users. It would be great for Wellington to keep it's carbon emissions low like how it was during quarantine, and I suspect installing bike lanes will help with this. In addition, I highly doubt this will be the last pandemic Wellington will ever deal with, so I think it's important that we have walkways that allow for greater social distancing.	
jenny	cossey	Yes	Yes and then increase from Onepu along the Lyall Bay waterfront as car doors , and fish and chip shops make it unsafe for cyclists and tradies in the morning going to cafes never seem to look.	
Maas	Mollenhauer	Yes		
Jonathan	Markwick	Yes	Strongly support this proposal, it will make accessing retail areas in Kilbirnie and on Tirangi Rd via Leonie Gill path much safer	
Caroline	Shaw	Yes	I strongly support and will use this bike lane taking children to and from activities	
Laura	Pascall	Yes	yes, this is long overdue, Onepu road is busy and having a bike lane will increase safety particularly with more people looking to bike at the moment.	
Asher	Regan	Yes		
Fiona	Hayvice	Yes		
Jonathon	Exley	Yes	A really good idea and well worth making permanent.	
Simon	Barron	Yes		
Mike	Nyland	Yes		
Stephen	Coppard	Yes		

Onepu Road - TR100-20

Jinna	Zwanikken	Yes		
Calum	Bradbury	Yes		
Elliot	Blyth	Yes		
Walter	Somerville	Yes	From my running/walking viewpoint, this proposal has less of an impact than the others, but measures that encourage cycling should reduce the congestion through the CBD, which would benefit me as I walk through town (and others, and the people cycling, and the people in cars who have fewer other cars on the road)	
Craig	Spanhake	Yes		
Alexander	Barendregt	Yes		
Daniel	Roberts	Yes		
Mark	Fletcher	Yes	I am wholly in support of providing more cycling and micro-mobility infrastructure in Wellington. It was recently reported that the number of new e-bikes and e-scooters imported into New Zealand has hit a new record high of 65,000 in 2019, according to figures from Statistics NZ. This is clear evidence that there is high demand for active transport and this is growing day by day. What is lacking in our towns and cities is safe infrastructure for people to travel in a healthy and sustainable way. These pop-up bike lanes are not only good for those cycling and scooting but also for people walking and driving. It means fewer cars on the road and pedestrians being more confident that they aren't going to be knocked over by someone on a scooter or bike. We need a connected active transport network that gives a great level of service if Wellington is going to fulfil its Long Term Plan aspirations of being a connected, people-centred, dynamic, eco-city and these are steps in the right direction. Thank you.	
Baha	Mabruk	Yes		
Lianne	Cox	Yes		
Amelia	Vincent	Yes	I love the freedom and safety to use my bike more - keeping up habits started in lockdown!	
Lenette	Breytenbach	Yes	I'm very pleased to hear that the local government is taking the COVID pandemic seriously and factoring in everyday risk factors in their decision making. Thank you for taking the time to make the city safer to move around, especially from the perspective of a disabled and immunocompromised individual.	
Anthony	Edmonds	Yes		
Merewyn	Groom	Yes	Hope it becomes permanent, please make Wellington more pedestrian and bike friendly	
Matthew	Spencer-Phillips	Yes	This stretch of road is very dodgy to cycle down, cars turning and restricted viability for cyclists. Opening up the cycle lane will remove this problem giving the cyclist and driver more visibility of other road users.	
Jayde	Flett	Yes	Yes! This road is a bit treacherous as a cyclist because it is so straight and flat that it is easy for cars to go relatively fast and because of car parking it is easy to be doored.	
Glenn	Henderson	Yes	Spend the money and do it properly.	
Raymond	Kemp	Yes		

Onepu Road - TR100-20				
Will	Moreland	Yes		
Rebecca	Cassie	Yes	Wonderful!	
David	McGahan	Yes	Yes I support TR100-20.	
Sam	Gwynn	Yes	I believe that creating cycleways is a good way to make social distancing easier for cyclists and pedestrians.	
Ed	Bedwell	Yes		
Leslie	Alltridge	Yes	More bike lanes is better. As a driver I don't want to run anyone over.	
Joanne	Hamilton	Yes	Should have way more of these permanently. Bikes, scooters, skateboards need to be separated from walking as well. The volume of bikes, scooters, skateboards etc is to large to keep walkers safe but still needs to be strongly encouraged.	
David	Charlton	Yes		
Simon	Gow	Yes	Any proposal to encourage safer riding in Wellington is welcome.	
Mike	Mellor	Yes	These lanes will provide an important bike link between Lyall Bay, the Leonie Gill Pathway (and thence the Rongotai commercial area and the airport) and the new and proposed bike lanes on Rongotai Rd and Evans Bay Pde, with TR98-20 connecting all the way through to Oriental Pde. With existing cycle lanes and TR98-20, this provides a significant extension to the cycleway network. Again, it's not clear what will happen to the bus stops that look as if they will be affected. They need to continue to be there. Two useful additions would be closing to traffic the slip lane from Onepu Rd (south) into Coutts St (west) - this would increase pedestrian and cycle safety - and fixing the Rongotai/Evans Bay Pde/Onepu intersection for cyclists and pedestrians. The bus hub means that more people need to cross the unsignalled legs here, a risky proposition, and it's pretty poor that pedestrian safety was not given proper consideration in the bus hub proposals.	
Ozzman	Symes-Hull	Yes		
Adam	Cheney	Yes	Should be permanent.	
Mike	Harris	Yes		
John	Barber	Yes	Great idea and should be permanent.	
Garth	Bates	Yes		
Aaron	Miller	Yes		
Michael	Peszynski	Yes		
Lyndsay	Mountfort	Yes		
Dan	Hunt	Yes	Very dodgy area for cycling with a lot going on, but necessities to travel to (supermarkets etc). This should help- but other more 'extreme' solutions could be good too- perhaps making surrounding streets closed for through traffic?	
graeme	Campbell	Yes	It should be permanent	
Matt	McKee	Yes		
Kain	Glensor	Yes		
Jessica	Emde	Yes		
Jess	Berentson-Shaw-shaw	Yes		

Onepu Road - TR100-20

Faith	Roberts	Yes	As a cyclists who lives just off Onepu Rd I really support this but want it to be permanent! Motorists go way too fast down Onepu, trying to dodge the buses and all the people on a sunny weekend is a nightmare! I wish it could include Lyall Parade too!!	
Pip	Bennett	Yes	Including a pop up lanes is a smart and safe idea for cyclists	
Tara	McDonough	Yes		
simon	Hales	Yes		
Madeline	Ash	Yes	This would be a great addition to Onepu road. Currently, the parked cars pose a major hazard, with people often opening doors into cyclists. If cyclists give a wider berth to avoid this, the passing traffic often does not give us sufficient space. I have had multiple cars pass me with less than 30 cm passing space on this route and because it is a wide, long stretch of road, people have a tendency to speed. Separating off the cycle way would provide fantastic protection for us. Further, there is insufficient room here for social distancing, so further space for cyclists is a necessity.	
Joshua	Thurston	Yes		
Evan	Harrison	Yes		
Micheline	Evans	Yes		
Simon	Berke	Yes		
Tom	Butcher	Yes	Make these changes permanent	
Sam	Bridgman	Yes		
Phil	Barrenger	Yes		
Rachel	Healy	Yes		
Damian	Sligo-Green	Yes		
Gina	Rembe	Yes		
Jeremy	Rose	Yes		
Peter	Barlow	Yes	While I use this Road it needs to be enhanced and I can see it being of direct benefit to access local schools.	
Russel	Garlick	Yes		
John	Parker	Yes		
Tass	Larsen	Yes		
Carl	Palmer	Yes	I generally support the notion that cyclists, particularly on commuter routes and on popular recreational stretches, be given at least, if not more priority than cars. This proposal makes sense to me, overall	
Ben	Sandle	Yes	It is flat area and more people would use bikes if less traffic so giving more space for bikes is great move.	
Nick	Mouat	Yes		
Tristan	Thomas	Yes	Great!! The more focus on cycling and walking the better. These changes will be an asset to the community	

Onepu Road - TR100-20

Sam	Pavan	Yes	I support any infrastructure that will: - make cycling safer for cyclists - increase the number of cyclists in Wellington - reduce the number of and convenience provided low occupancy motorized vehicles As we all observed during the COVID 19 lockdown. When we provide more public space for people and dedicate less space to motorized vehicles, the public has the confidence that they can use the space safely. I only wish that this was a permanent solution and not temporary. Let's be drivers of change, reduce our contribution to climate change and have a more active and healthy community.	
Favid	Gurr	Yes	an improvement!	
Antony	Foster	Yes	A significant safety improvement in an area with many active commercial driveways.	
Erinna	Gilkison	Yes		
Julie	Moularde	Yes	Better cycling infrastructures is the best way to enable a more livable city (and healthier people!)	
Geraint	Scott	Yes	Always yes to better walking and cycling infrastructure	
D	S	Yes	Agree	
Jess	Cox	Yes		
Alice	Fage	Yes		
Lawrence	Ball	Yes		
Pablo	Gomes Luder	Yes		
Angela	Rothwell	Yes		
Bridget	Cassie	Yes		
Kate	Appleton	Yes		
Robin	Fulton	Yes	At a time when people are reluctant to take public transportation and the number of people allowed on buses is relatively small, then we need to have safe alternative methods to get around the Wellington region, whether it be to work or other activities.	
Evan	McCarney	Yes		
Regan	Dooley	Yes		
Ingrid	McDuff	Yes		
Perrine	Gilkison	Yes	I support this being established as a pop-up with the view of making it permanent (with refinements if necessary)	
Aaron	Baker	Yes		
Kirsty	Smith	Yes		
Lou	Newman	Yes	no bike lanes	
Beth	Tillier	Yes		
Benjamin	Swale	Yes		
Tim	Jenkins	Yes	I regularly shop at the Supermarkets and the Spice shop on this road. The lack of space for riding because of the parked cars makes this road unpleasant to ride. Good to see this proposal to address this.	
Sam	Bush	Yes		
Paul	Blaschke	Yes	Agree in principle. As this is a temporary trial measure, I think the cycle land should only be installed on ONE side of the SOUTHERN affected section of Onepu Rd. I am not convinced it is needed on both sides. The trial layout will allow the comparison of changes on the two different sides.	

Onepu Road - TR100-20

Vivienne	Ivory	Yes	Provide a more protected route for cyclists through Kilbirnie. Connects to existing separated shared pathway through to eastern suburbs. This would encourage me to use this route	
James	Burgess	Yes	I support these changes. There's demand for better biking facilities in this location. A pop-up bike lane will give short-term benefits with improved transport choice for getting to Kilbirnie's shops, but also help test ideas for the future.	
Isla	Stewart	Yes		
Claire	betridge	Yes	I regularly ride this way to the beach from town and it is an uncomfortable part of the route with traffic turning into Onepu road from other roads and carparks. Having a dedicated lane may help bikes to be more visible in this busy space. There's also the option of putting another quieter route to the beach for bikes and signposting it well. Obviously that's not the only reason people are biking there and those who live in the area could also use the "beach" route to get to wherever they're going. Note that if I were to go shopping in the supermarkets around there by bike, I would not take Onepu road, but would bike in from the parallel quieter roads on the other sides of pak'n'Save and Countdown	
Alex	Dyer	Yes	The extra space for healthy movement of people should be extended the full length of this extra wide street.	
Joane	Elleouet	Yes		
Jane	O'Shea	Yes	I support all efforts to make it easier and safer for people to walk and cycle around Wellington. Even if this means slowing down traffic or losing car parks.	
Christopher	Service	Yes		
Stephen	Day	Yes	I will feel much happier about my kids cycling along this road knowing this change has happened.	
Melanie	Vautier	Yes		
Simon	Harnden	Yes		
Benjamin	Bielski	Yes	Yes, this area is hard to ride on with traffic	
Don	Stevens	Yes		
Rory	Lenihan-Ikin	Yes		
Paul	Pascoe	Yes		
Emma	Bassett	Yes		
Sophie	Yeoman	Yes	Strongly support - there should be a permanent bike lane here.	
Digby	Carter	Yes	Support proposed changes	
Tim	Jones	Yes	I support on-road cycle lanes along Onepu Road. There is a gap at the traffic lights with Coutts St that needs to be included. Closing the left hand slip lane to Coutts St would make this intersection safer for all road users and reduce crossing distance for the residents nearby. Traffic light improvements to make crossing easier for pedestrians in this area are also needed. I'd also like to see the number of vehicle access-ways to the shopping area along Onepu Road reduced.	
Amanda	Cunningham	Yes		

Onepu Road - TR100-20				
Linda	Beatson	Yes	This is a busy location with traffic turning into and out of car parks and the bus depot, which currently makes it uncomfortable on a bike. It is the obvious route if you go to the supermarkets and the shops will make visits safer on a bike. Currently, visibility is hampered by street-parked vehicles making driveway entrances/exits a potentially dangerous place for people riding bikes. There are a few other interesting ideas coming out of this area – with filtered permeability (closing streets to through traffic) a possibility in some of the streets that cross the Leonie Gill Pathway, making for a more continuous ride from Onepu Road through to the retail park, while reducing traffic for residents of those streets.	
Ingo	Schommer	Yes	I don't cycle a lot around Kilbirnie, but this seems like a major thoroughfare for commuters - great change!	
Mark	Johnston	Yes	This is a busy location with traffic turning into and out of car parks and the bus depot. On our Facebook page we saw some responses from local riders who completely avoid this area because of the multiple driveways/entrances into and out of car parks, the petrol station and the bus depot. Give way instructions and road markings must be made very clear at these locations. These changes will make it easier and safer for people to access Pak'n'Save, Countdown, Warehouse Stationery or other local businesses by bike. Currently visibility is hampered by on-street parking making driveways a potentially dangerous place for people riding bikes. There are a few other interesting ideas coming out of this area. Filtered permeability (closing streets to through traffic) is a possibility in some of the streets that cross the Leonie Gill Pathway, making for a more continuous ride from Onepu Road through to the retail park, while reducing traffic for residents of those streets. We would also like to see changes around the Onepu Road/Rongotai Road intersection to make it much safer and more comfortable for people riding bikes, especially students getting to nearby schools. This Traffic Resolution intersects with the bus stops at Coutts Street (south) and Cruickshank Street (north), we would like to see pedestrian safety taken into account with clear visible/tactile markings and signage to remind people riding bikes to be courteous where space is shared.	
Chandima	Kulathilake	Yes		
Ellie	Pritchard	Yes	I am 100% for this, I would love to see more cycle lanes in and around Wellington - there are more bikes on the road now and we need all the help we can get to feel safe out there!	
Malcolm	Kerr	Yes		
Kimberley	Turrell	Yes		
Harry	Chapman	Yes		
Arron	Cox	Yes		
Jo	Randerson	Yes		
Nick	Horspool	Yes		
Tom	Barr	Yes		
Nicky	Boughtwood	Yes	Great opportunity for Wellingtonians to trial cycling safely.	

Onepu Road - TR100-20

Sam	Donald	Yes	Onepu Road is busy with lots of activities, shops, supermarkets nearby so it is a tricky one to get right. You should do this but collaborate with the community as much as possible to avoid conflict and division.	
Kieran	Martin	Yes		
Jessica	MacDonald	Yes	This is so great. I completely avoid this route and have to go around when going to the airport. And when shopping it's so busy and stressful trying to get in and out of the shops with a bike. Please take these carparks away so it's safer for all.	
Richard	Cuthbert	Yes		
Chris	Calvi-Freeman	Yes	I support this scheme. Council should also provide a raised pedestrian refuge in the middle of Onepu Road between Rongotai Road and Coutts Street opposite the small walkway that runs from Pak & Save across to the carpark in front of Warehouse Stationery. This would improve safety for pedestrians who cross here by preventing cars from speeding along the painted median when accessing the Pak & Save carpark from the south. The 2.5m wide cycle lane on the western side of Onepu Road between Lionie Gill Pathway and Coutts Street appears to be placed hard up against parked cars. It should instead be a 1.8m wide cycle lane with a 0.8m safety zone between parked cars and the closest edge of the cycleway, to prevent cyclists being "doored" by drivers.	
Chandra	Littlewood	Yes		
Brent	Robinson	Yes		
Paul	Young	Yes	The bike lane network in Kilbirnie is good in parts but very patchy. This will improve it and provide a welcome link to Lyall Bay.	
Graham	Haslehurst	Yes		
Peter	Cockrem	Yes	TR100-20 Kilbirnie Town Centre Bike Lane This is a great idea to make cycling through and to Kilbirnie less scary. It is important that the design of the cycle lanes at the intersections is done well so that it's not scary and dangerous, particularly at the intersections of Onepu Road and Coutts Street where the left turn slip lane should be narrowed. Traffic dividers such as flexi-posts should clearly delineate the cycleway and show movement priorities unambiguously. A raised pedestrian crossing would also make a lot of sense here, improving the safety and convenience for people to walk to and from the Bay Road shops from the surrounding area, which could help reduce parking demand. It's also important that the connections to and from this bike lane at each end are clear and convenient and safe, particularly to both sides of Rongotai Road and through to and from the Evans Bay Parade route round the bays into town.	
Angela	Rothwell	Yes		
Annabel	Ritchie	Yes		
Ron	McGann	Yes		

Onepu Road - TR100-20				
Michael	Lowe	Yes	Support the concept, however: <ul style="list-style-type: none">•Aim higher than minimum standards for dimensions.•Concerned about a compromised buffer zone between cycle lanes and moving traffic. Needs to be safe (protected, and have a dimension that allows for car doors).•Vehicle speeds and design speeds need to be reduced also given safety issues with a unfamiliar new road layout of temporary nature.•Intersections with side roads are potential conflict points. Allow for traffic calming at intersections and better generous site lines (note design issues with the new cycleways in Kilbirnie below).	
Ellen	Blake - Living Streets	Yes	We support on-road cycle lanes along Onepu Road. We note there is a gap at the traffic lights with Coutts St that needs to be included. Closing the left hand slip lane to Coutts St would make this intersection safer for all road users and reduce crossing distance for the residents nearby. Traffic light improvements to make crossing easier for pedestrians in this area is required. Thee recommend reducing the number of vehicle accessways to the shopping area along Onepu Road.	
Elenor	West - Generation Zero	Yes	This is a popular cycling route, especially for commuters, and we support this plan to make it safer. We believe this will have a positive effect on businesses as it will make the shops more accessible to people maintaining social distancing measures. We would like to see the next round of funding include initiatives to connect this to the proposed Greta Point and CobhamDrive bike lane.	
Ellen	Blake - Living Streets	Yes	We support on-road cycle lanes along Onepu Road. We note there is a gap at the traffic lights with Coutts St that needs to be included. Closing the left hand slip lane to Coutts St would make this intersection safer for all road users and reduce crossing distance for the residents nearby. Traffic light improvements to make crossing easier for pedestrians in this area is required. We recommend reducing the number of vehicle accessways to the shopping area along Onepu Road	

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

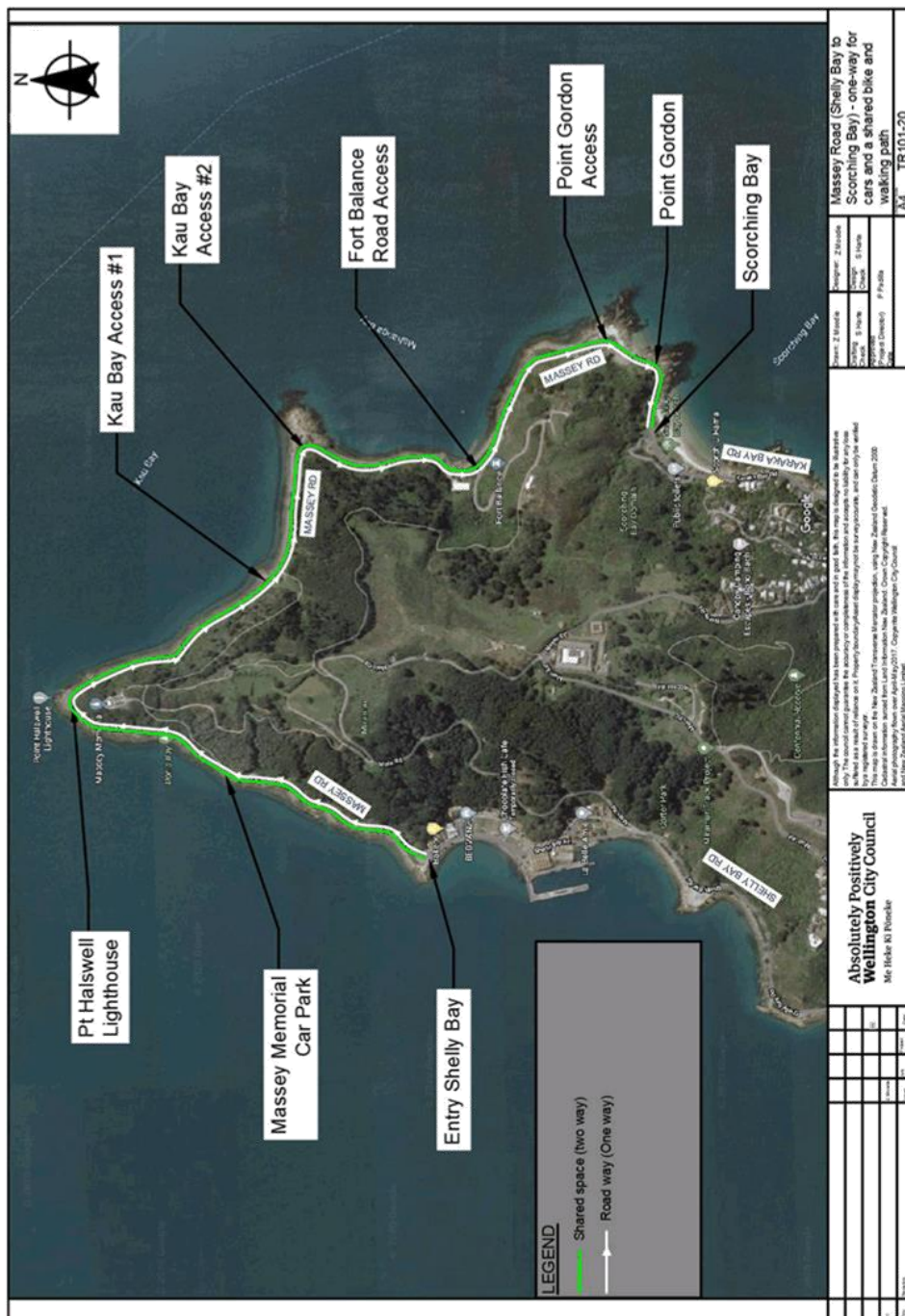
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Convert one traffic lane to a two way shared pedestrian/ cycling path by installing a 3,000 metre one-way vehicle restriction on Massey Road starting from its intersection with Shelly Bay Road to approximately 220 metres north east of its intersection with Karaka Bay Road (at the eastern point of the on-road angle parking bays) Prohibit vehicles from travelling from Scorching Bay to Shelley Bay (in the north, west and south direction)
Why we are proposing the change	<ul style="list-style-type: none"> To provide more space for walking and biking in response to Covid-19 social distancing guidelines.
Location – where we propose to make the change	<ul style="list-style-type: none"> Massey Road, from Shelly Bay to just east of the Scorching Bay Beach on-road carpark
Impact	<ul style="list-style-type: none"> Improved safety for pedestrians and cyclists with the introduction of a 2-way shared path Removal of the Scorching Bay to Shelley Bay vehicle traffic lane
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 15 May 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR101-20 – one-way for cars and a shared biking and walking path
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form at www.wellington.govt.nz/haveyoursay</p> <p>For more information, or assistance you can contact us by email at trfeedback@wcc.govt.nz</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Friday 15 May 2020 and finishes 5.00pm Thursday 28 May 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 5 June 2020. The proposal will go to SPC Committee on Thursday 11 June 2020 <p>If approved, the proposal will be installed within the next 3 months.</p>

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Traffic Resolution Plan: TR101-20 Massey Road (Shelly Bay to Scorching Bay) – one-way for cars and a shared bike and walking path.



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Legal Description:

Add to Schedule C (Direction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Massey Road (Direction: Shelley Bay to Scorching Bay)	One Way Road	Commencing at a point approximately 3,079 metres north of its intersection with Miramar Ave (Grid Coordinates X=1,751,627.71m Y=5424,739.86m) and extending in a north ,east and south direction, for 3,006 metres

Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Massey Road	Shared Zone at All Times	Commencing at a point approximately 3,079 metres north of its intersection with Miramar Ave (Grid Coordinates X=1,751,627.71m Y=5424,739.86m) and extending in a north, east and south direction, for 3,006 metres

Prepared By: Zackary Moodie (Transport Engineer)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 4/06/2020

FEEDBACK RECEIVED

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A copy of the submissions and the Officer's responses can be found attached to the SPC Committee Report.

Massey Road - TR101-20

First Name:	Last Name:	Do you agree ?	Comments about TR101-20:	Officers Response
Earl	Hope – Pearson		I have on behalf of the landowner lodged a submission on line. I would like to put on record and for Council to note the following: 1.Council failed to directly engage with the landowner directly effected by this proposal. 2.The landowner does not oppose the “Temporary” measures proposed however does take exception and will oppose any actions taken by Council if these measures are proposed or become a permanent intervention. Due to the significant impact it will have on the redevelopment of Shelly Bay and the potential for persons seeking to access and use the site. 3.The owner would like to understand what measures if any will be put in place in Shelly Bay and how Council propose to manage traffic on site using the proposed shared path.	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed.
Tim	Parker	No	Worst idea yet. Many more cars use this road than bikes, why cater to the minority? I cycle this route often and I have no issues with traffic. I drive this route often, again I have no issues. Not broken, dont fix it	The proposal is being implemented as a low-cost scheme requiring the minimum of installation to keep people on bikes and on foot safe. Providing dedicated space will improve the safety of vulnerable road users. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Dean	Harding	No	Cyclists are already making noises that they will ride on the road which makes sense as mixing pedestrians, "family" cyclists and the weekend road warrior cyclists means some cyclists will have safety concerns (because they dont want to go slow). I am all for making cycling safety but this change seems to be too late as road volumes appear to have returned to normal. Whilst empty roads are great for cyclists (I cycle < 200km's per week) I am also a motoring enthusiast who enjoys driving so removing my choices under the guise of Covid when traffic has largely returned to normal feels like pandering to a few. I do however support the other temporary initiatives as they dont preclude vehicles from what they can do today.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. Alternative routes are available.
Gaye	Bergquist	No	This would be a waste of council monies, which would be better spent on drainage and water. We are also moving into winter and even your stoungest cyclist will drive their car to the cbd.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.

Massey Road - TR101-20

Nicci	Wood	No	This one I'm not so sure about.... can see some logic- making as many bits of coastal road redundant as part of retreat! However couple of niggles- 1. Fearful you will bastardise the natural coastal edge as you have in the approach to Pt. Jerningham. Part of the joy of the Massey Road is it's rustic/rough edge and undulations. 2. For those of us (me) who drive to the car parks below Massey memorial for a quick walk up and round, it means either parking at Shelly Bay or then driving all the way round the coast and over through Miramar... longer for me, more cars on road, more carbon burnt.... 4. The septic in me wonders about this as a C-19 solution, rather a pedestrianisation by stealth (which I like). This is a relatively rural project in what are very urban/ density strained projects.	Alternative routes are available. The road is not closed off but is restricted to one way vehicle traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of vehicles and promote more active modes. Cyclists and pedestrians will be able to access the area in both directions. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Chris	Ross	No	I like the concept but my concern it will increase traffic through Miramar and around schools. Thanks Chris	Alternative routes are available. The road is not closed off but is restricted to one way vehicle traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of unnecessary vehicle around the bay and promote more active modes. Cyclists and pedestrians will be able to access the area in both directions.
Clare	O'Connor	No	This reduces accessibility to the peninsula to those unable to cycle or walk that distance.	The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay which means that cars can still access the peninsula.
Jennifer	King	No	It essentially cuts off the peninsula to cars driving from Seatoun to Miramar, and deprives them of an emergency exit route in the event of an earthquake.	Alternative routes are available. The road is not closed off but is restricted to one way vehicle traffic travelling from Shelly Bay to Scorching Bay.
Nikolaos (Nik)	Zahariadis	No	Most definitely NO!!! No need for such a change is warranted on the basis of cost considerations as well as destroying for the immediate future a peaceful and original part of the Eastern suburbs.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Jamie	Jane	No		
Stephen	Moore	No	This suggestion on the grounds of Covid is no longer relevant. Its past the point for extreme social distancing. We have been through L4 and L3 lockdown and L2 is unlikely to last. From what I have seen social distancing is a bigger issue on Cobham Drive for walkers. Removal of a marine drive lane will restrict coast access for more people than walk or cycle there. Yes theres a one way road still but combining traffic from both directions into one lane will create congestion and backup issues	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. Providing dedicated space will improve the safety of vulnerable road users and the peninsula can still be accessed by vehicles.
Aneesha	Budhia	No		
A	O'Sullivan	No	Ridiculous pursuit of an agenda to solve a non existent problem. Can't believe the council is spending time, effort and money on such a waste unless it is to progress an agenda the ratepayers did not vote for. At the absolute minimum the council should tell us the cost and the impact especially of removing hundreds of car parking spaces. No wonder the council is becoming a laughing stock.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

Massey Road - TR101-20

Nicola	Hawkins	No	Why are you wasting money on these initiatives? We have plenty of other more important things to think. Having lived overseas in large cities for over 20 years, Wellington doesn't have a traffic problem...	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Blaire	Alder	No	Comolete waste of money, blatantly pushing your agenda under the guise of covid-19. No doubt these changes will mysteriously become permanent after the publics attention is diverted elsewhere, i.e. an ellection. You people are as transparent as a lump of concrete. If we can be trusted to walk behind someone at a safe distance, then why not next to someone?! Beggars belief. There is a million other things this money could be spent on that would be far more beneficial and productive. But hey, lets just blindly push an agemda through, not my money right?!	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Michelle	McGuire	No	It is a popular road for driving too, so NO. Will this really be temporary? I doubt	The proposal is being implemented as a low-cost scheme requiring the minimum of installation to keep people on bikes and on foot safe. Providing dedicated space will improve the safety of vulnerable road users. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Ian	Anderson	No	This should be PERMANENT change not a temporary one and it shouldn't be linked to Covid-19 at all. The problems with walkers, cyclists and cars (particularly cyclists and cars) have existed on this road for years and are nothing to do with Covid-19.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be. Permanent installations would need to follow our standard approvals process which the current urgency does not allow.
Thomas	Guldborg	No	I think it is an absurd suggestion to cram pedestrians, children, dogs, parents with prams, scooters, and cyclists of all abilities into a two-way lane. Please, please, please don't do it	The proposal is being implemented as a low-cost scheme requiring the minimum of installation to keep people on bikes and on foot safe. Providing dedicated space will improve the safety of vulnerable road users.
T	Peters	No		
Josh	White	No	Very little traffic. No point. And the one way system should be the opposite way if anything. I can see more vandalism and dumping of cars. Or late night boyracers using that road as a race track if it was one way	The proposal is being implemented as a low-cost scheme requiring the minimum of installation to keep people on bikes and on foot safe. Providing dedicated space will improve the safety of vulnerable road users.
Justin	Smith	No	Waste of money. Fix our water and sewerage	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing
David	McNicholas	No		
Charlotte	Jarvis	No	wate of money. This should not be a focus when other needs are highly required in the city, like public transport issues and water issues. Cyclists dont use the cycle lanes we have and Island bay has proven this was a waste of time and road use	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing

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Miles	Carter	No	A far better solution would be to close the road to through car traffic at Pt. Halswell (but not to bikes, and maybe with provisions for emergency services vehicles?) . This will get ride of most of the car traffic on the road, especially boy racers and people just driving round for the sake of it I feel that a single two way lane that's shared for all road users other than cars will be a lot more dangerous than the current situation, will a high likelihood of collisions between cyclists of different speeds or directions and between cyclists and walkers/dog walkers. Particularly in instances of strong winds the speed differentials of riders in different directions and speed potential can be huge, without the rider with the tailwind needing to be pedaling hard. I don't want to share the road with riders coming at me at 40kph on the wrong side of the road while I might have to swerve around runners with headphones and dogs and have a car on the other side of the road simultaneously. I really think this is a recipe for disaster that will make things more dangerous for everyone and remove this road as somewhere that is good for sportive recreational road cycling (and has a reputation of being one of the best city road rides in the world). I have concerns that the council thinks of bikes too much as just something for casual recreation, like riding a few km without getting out of breath to get an ice cream and back, and have concerns that riders riding to actually get places/to work or for exercise are being marginalised and forced to slow down (and the longer it takes to cycle to work etc vs drive the less attractive cycling is vs driving) One way for cars will also result in vehicles that are stopping on the road and not just using it as a scenic drive traveling significantly further in total, likely increasing the amount of vehicle traffic on quieter parts of the road and emissions.	We will be using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. While they're in place, we'll make it easy for people to let us know what's worked well, and what hasn't. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community
Ange	Scott	No	Ridiculous. Thousands of people enjoy a drive around the bays regularly, and this is probably a foreign concept to you, but not everyone wants to/likes to/ or can ride a bike. Stop destroying the city to suit a minority!! They dont even use the cycleways as it is! There are bigger and more important things to spend money on right now!	These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change
robert	douglas	No	I think the council should focus on important matter like - Reducing rates to zero for Wellington Business instead of increasing them to 5.2% - Getting car moving, for most road users, bikes and scoters are not an option of getting there kids to school or sports or picking up shopping. - Fixing the Bus problems - Get the library back and running properly I'm a cyclist, I have a electric scooter and I use the bus. This expenditure is not a priority in the scheme of things and using Corvid 19 to justify it is a complete joke.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Tony	Hodson	No	You have got to be bloody joking! We use this road daily for work travels and to do what you are suggesting is not only short sighted but another pathetic waste of time and money and will cost our business time and money!	Alternative routes are available. The road is not closed off but is restricted to one way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Lia	Moon	No	I am against anything that is proposed by or in any way supported by Julie Anne Genter and the Green Party as a cynical way to progress their agenda under emergency conditions. This proposal is not properly researched or thought out, nor is it necessary, and JAG and the Green Party will claim it as a victory when it will deliver nothing of value to the people of Wellington.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Serge	Peeters	No	Does not make sense under Level 2, cost not justified for a temporary solution. Why is this an issue here but not on narrow walking tracks or mountain bike tracks.	This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Anthony	Yeo	No	This looks like a hastily considered proposal driven by a pro-cycling agenda 1) waste of ratepayers' money. 2) we will move to level 1 soon 3) seems like a covert attempt to trial permanent cycle lanes 4) Many other priorities (flooding in Karori, tagging, local business) Please do not proceed.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine
Alex	Gunn	No	I'm a keen road cyclist and am all for cycle lanes. But a shared walking/cycling lane would be worse for cyclist like myself. At the moment it's a good, fairly quiet road to cycle along without being in the way of traffic or vice versa. However I don't want to be cycling at 35-40kph along a shared path and the only other option would be to ride on the one-way road, be more of an obstacle to cars and also have them potentially annoyed I wasn't using the shared space, even if I think I have good reason. I feel this stretch is better suited to just improving the walking. If you could fit 2-way dedicated cycle lanes too then great, otherwise it's quiet enough as is to not be difficult for either cyclist or walkers.	Safety for people on bikes is enhanced by providing a separated lane protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Sophie	Michot	No	Why does this temporary proposition sound like a permanent one? We are now at level 2 going to level 1 before the end of this consultation and far before the Council meets and review these propositions i.e. 11th of June. Is it a way for the Council to do work that it had envisaged without paying the main cost burden (90 percent funded by Waka Kotahi NZ Transport Agency's Innovating Streets Fund)? How much money is going into a temporary action? This public consultation so late in the Covid 19 handling of the crisis is quite baffling.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing . Work started on the selection of these projects in late March. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Gareth	Morgan	No	I don't believe this is necessary and WCC should restrict unnecessary spending as rates affordability is causing substantial mental and financial stress for ratepayers currently. This will be a very visible example of wasteful spending if it goes ahead.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing

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Prue	Volz	No	I think the lane closure proposed on Massey Road is a bad idea. Besides being convenient for hill walkers, Memorial visitors, fishermen etc who don't want a lengthy detour, the present 2-way system allows sight-seers, Sunday drivers and the like to plan their trip's direction according to time of day, sunshine etc to get the best views. Traffic from Burnham Wharf to Shelly Bay would increase, making that stretch more hazardous for walkers and cyclists, and Shelly Bay could need more parking spaces.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions.
Lucia	Bercinkas	No	Closing the road to create a one way traffic lane for cars and cyclists does not address the poor quality of the remaining road around the coast and how dangerous it is it for pedestrians and cyclists. They need to cycle to get there before they can enjoy it. The entire road around the peninsula needs to be upgraded	Upgrading roads is outside the scope of the COVID-19 response programme of projects.
Martyn	Dunne	No	This proposal has not been consulted with locals in the vicinity. The traffic congestion is already severe at peak times in weekends and there is little parking at Scorching Bay whereas there is sufficient room at Shelly Bay. The increase in traffic would be unacceptable to Bays occupants. The need for this initiative has passed as there are fewer walkers and less cyclists during L2. This is a poorly thought out proposal and will not be tolerated by locals. The recent speed limit reduction to 30km/hr is greatly received. If possible a door to door or public meeting should be called. Reduction in all vehicle traffic should be the aim not increasing congestion and confusion.	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be community informed
Nathan	Meyer	No	Absolute waste and underhand tactics.Look at Ringotai rd cycle way never used!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Murray	Grindlay	No	I have cycled around the northern end of Watts Peninsula a number of times. I have also walked from Kilbirnie to Shelley Bay several times. I don't think there is any problem with the road between Scorching Bay and Shelley Bay. Cyclists have managed to travel that stretch of road safely for years, even on summer weekends. With winter approaching and many people back at work, there will not be the number of cyclists and walkers around that were out and about during the nice autumn days of lockdown.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Murray	Abbott	No		
Arthur	Pan	No	It is a waste of money and will be unused whilst causing traffic and safety issues	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Phillip	Bolton	No	This appears to be way of installing cycle lanes to the detriment of parking. By the time they are completed it is likely that social distancing will be to a point that these are not required. There is no guarantee they will be removed	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine There is no loss of parking within this proposal

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Roger	Johnson	No	MAKING RESIDENTS SUFFER WITH NO PARKING SO A FEW PRIVILEGED BIKE RIDERS CAN MOVE MORE EASILY THROUGH TRAFFIC LANES IS A HUGE WASTE OF MONEY, TIME AND PATIENCE. I WILL VOTE AGAINST ANY COUNCILLOR WHO VOTES FOR THIS AGENDA. I AM NOT ALONE.	There is no loss of parking within this proposal
Kevin	Clarke	No	This popular tourist and scenic route is unsuitable for motorists and Lycra wankers SAFELY.I travel this road six days a week for business and woe betide the Muppet stopped on a corner for a chinwag or breather.	The proposal is for cyclists and pedestrians to be separated on the seaward side of the road away from general traffic. This provides a safe space for vulnerable road users.
Martin	White	No	I cycle round Shelley Bay road route most mornings including weekends, and there isn't so much traffic, or that many walkers or cyclists that this is necessary. It might have been useful at level 4 (maybe) when there were more people about, but this would be a waste of money now. Suspect the other locations are the same too. Save the ratepayers money for something else.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Duncan	Domett	No	Why are u doing this now The less disruption the better after what we have just been thru !	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
F	Solomon	No	Prohibiting vehicles from moving from Scorching Bay to Shelly Bay eliminates that route as an alternative to getting out of the penninsular and onto Cobham Drive. Why make room for pedestrians only on that stretch of road, when Shelly Bay to Miramar Cutting is also used by walkers and cyclists. Likewise for the footpath from Scorching Bay to Seatoun - which is more popular for recreational walkers , those streets also do not meet COVID distancing guidelines. This change is unnecessary.	A long list of projects were considered and analysed using multi criteria analysis. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.
Digby	Paape	No	Citizens are scared of public transport, now, and for a long time to come. They are reverting to cars. More cars on the road mean MORE parks are required and road room. This move of the council has inintended consequences, which are more traffic congestion, slower commuting times, and the need to park further and further from the CBD. There will be a few switching to cycles until wintertime. They are young, fit, don't shop, or have children. FYI. None of the changes affect me personally.	This project is a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Jon	Pottinger	No	This is totally unnecessary and a complete waste of ratepayers money and removing the car parks is ridiculous. At a time when the cities infrastructure is in desperate need of major repair what is this disfunctional Council thinking??	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. There are no removal of car parks proposed in this scheme.

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James	Bennett	No	Living at 497 karaka bay road. The proposal would mean it would be an 11km round trip (22min without traffic) to visit my local dairy. Along with this it would mean no alternative route to my home during a storm surge. This would also very much congest what is already a congested parking area. Living in the area over lock down i witnessed one accident between a car and cyclist, who was overtaking along the inside of a turning vehicle and was in excess of the 40kph speed limit. While i think pedestrians using the road to travel along karaka bay and awa road does need to be addressed, i do not think this is the way to go about it. I believe a board walk is a better solution. I moved away from auckland to get away from traffic congestion. I think this just affirms heavy day traffic. This area is exceptionally important to me, my grandfather having served at the gun emplacement above scorching bay, before being sent to WW2. Thanks for your time.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. We acknowledge the restriction of traffic to one direction will be inconvenient for some but it does provide for a significant increase in the number of cyclists and pedestrians using this area at this time. It is expected the changes will be in place as long as safe distancing is, or could be required – until there is a vaccine
James	Sheppard	No	Oh my lord Stop screwing up the Eastern suburbs Roads i.e. Crawford road & Rongotai road are a complete waste of time and valuable Money & Resources, hardly Anybody uses it nor are they even Cleaned 2 twice weekly like Not ever ! I'm a Cyclist and I Ride on the Road not on Any of your Stupidly placed cycle lanes !! this road is already far to Narrow and to even think of making it a One Way vehicle road is unacceptable ! try widening the roads on both sides before adding a cycle lane !	It is proposed to restrict traffic to one direction to enable a safe space for cyclists and pedestrian to use that is separated from general traffic . These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.
Mee Moi	Edgar	No	Stop trying to make us into Amsterdam. Terrible idea. Our risk for catching COVID-19 outdoors is minimal (~1% to 4% apparently). I'd rather central government give the money towards our water and sewage pipes.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
guido	Seevens	No	There is no need to make this one way. This is a scenic drive. I do however agree with the closing off like what was organised a while back for a day, or maybe a weekend. This could be scheduled more often than once a year. Perhaps on the main long weekends like Wellington Anniversay, Queens Birthday, Waitangi day etc. but not permanently	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
dfgs	rg	No		
Tom	Law	No	1. These are perported to be temporary arrangements required by additional foot and cycle traffic as a result of covid 19. As New Zealand is now in level 2 heading toward level 1 and out of all levels, I question whether the need for this will continue to be needed. 2. In the light of other financial commitments (particularly the high costs of infrastructure water, sewerage, etc) I am not convinced that expenditure on this proposal can be justified. 3. Expenditure on existing initiatives re cycleways (Island Bay) need to be completed first.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Erin	Pearce	No	First, the worst of the Covid-19 related restrictions will be over by the time this plan is due to take effect. Second, it seems like a waste of money at a time when we are likely to be charged more for council fees that are already pretty darn high. Third, taking away parking spaces in such volumes in a fairly busy area will just cause issues as people compensate for the lack of spaces in narrow and crowded side streets that are already excessively crowded.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. There is no parking loss in this proposal.
Peter	Moore	No	The proposal presents dangers to cyclists and pedestrians travelling in an anti-clockwise direction around the tip of the peninsula as they are squeezed in between two streams of oncoming traffic. Furthermore this proposal will force a significant volume of vehicles over Awa Road and into central Miramar. Building a conventional footpath along this route would better suit all user needs.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Virginia	Saffioti	No	I am concerned as a ratepayer that we are losing more and more valuable car parking spaces to cyclists who somehow seem to have endless concessions made for their hobby. Lots of others enjoy these areas and there is ample space for cyclists on the road. I would not be happy to see any ratepayer funds going towards these projects when our city's infrastructure is crumbling	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. There is no parking loss in this proposal.
andy	economous	No	Firstly I oppose your planned changes.Its a shame that people we should trust end up in power with the ability to have a change on peoples lives and livelihoods.The notice given is way to short to have a proper response by the public to the said proposal.Temporary or not or the use of covid19 excuse is deplorable but a sneaky way to introduce changes. Parking is of premium and your removal of them is deplorable to say the least and for what?? cycle lanes for 4% of the Wellington population. Shame on you all and double shame for wanting to spend our hard earned money in times of crisis	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. There is no parking loss in this proposal
Julia	Burgess	No		
Victoria	Young	No	Having a one way road around Shelly bay is a terrible idea. I don't see a problem with the current two way road. My suggestion would be to finish and current road works and widen the current road. Having a one way road around Shelly bay is a terrible idea.	It is proposed to restrict traffic to one direction to enable a safe space for cyclists and pedestrian to use that is separated from general traffic. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. We acknowledge the restriction of traffic to one direction will be inconvenient for some but it does provide for a significant increase in the number of cyclists and pedestrians using this area at this time. It is expected the changes will be in place as long as safe distancing is, or could be required – until there is a vaccine

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Jez	Thomas	No	During level 3 and 4 loads of leisure cyclist used this stretch of road, especially at the weekends when it was sunny - it was wonderful to see so many people out on bikes. In L2 I'm seeing 90% fast cyclists now using this route; this is pretty much the only route we have in the city to do some decent training. The proposal has pedestrians and cyclists too close to one another, plus it'll only work for the small proportion of leisure riders - who mostly come out at the weekend when it's sunny. The kind of cyclist that bikes around the bays for training or commuting will have to use the road with the cars, which will be really dangerous as car drivers will hate that we're using the road when there's a cycle lane. Also, if it's one-way then that'll block this route from being accessible for riders who are training and commuting in the opposite direction. Many cyclist will do several lengths of around the bays in one session, but this won't be possible.	<p>It is proposed to restrict traffic to one direction to enable a safe space for cyclists and pedestrian to use that is separated from general traffic. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.</p> <p>We acknowledge that some cyclists and groups will use the road but this is seen as acceptable because they are confident cyclists generally moving at a speed comparable to the traffic and in the same direction</p>
Anthony	M	No	Any changes need to ensure vehicles can still park in are current 'berm' areas as this area is highly popular with land based fishes. Rocky outcrops and banks are currently heavily used and plenty of the areas provide grass/gravel areas to park vehicles off the road (not just the 'designated' parking areas).	There are no proposed parking changes in this proposal.
Jeremy	Thompson	No		
Leigh	Page	No	When bikes and walkers pay road tax fine but until then no I pay for 3 vehicle registrations they pay none keep them off the road and especially around that area its bad enough allowing consent to build around there and ruin it.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Shayne	Mcclure	No		
nenab	natho	No		
Luke	Taylor	No		

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Richard	Stubbs	No	Desirable as it may be to make safer the 3.0km between Shelly Bay and Scorching Bay for walking and cycling, the proposed change will make more hazardous travel for pedestrians, cyclists, motorists and residents on Karaka Bay Rd from Scorching Bay to its intersection with Awa Rd. This latter stretch from Awa Rd to Scorching Bay is already used by many more walkers and cars than the stretch from Shelly Bay to Scorching Bay, and also caters for a large number of cyclists who cycle the perimeter of the Peninsula. On fine weekend days the relatively narrow and winding Karaka Bay Road is already made somewhat hazardous because of the numbers of cyclists and visitors in cars. This can only be made worse by the proposed change. Karaka Bay Rd is itself a relatively narrow and windy road, on which there are a good number of houses and residents (unlike the road from Shelly Bay to Scorching Bay), and at those times at which walkers and cyclists are evident on the peninsula, on street parking is a necessity for many residents, leading to narrowing of both the single footpath and the road. The conversion of the road around the end of the peninsula to a single lane of one way traffic, will have the effect of increasing vehicular road traffic on Karaka Bay Road, by eliminating the option of cars driving from Scorching Bay Road to Shelly Bay, and compelling all traffic that passes beyond Shelly Bay to return via Karaka Bay Rd. In addition, if as may be hoped, the Peninsula becomes a more attractive destination for walking and cycling then the use of Karaka Bay Rd by cyclists will also increase. By increasing the opportunity for social distancing on the relatively speaking less used section of road on the peninsula, the opportunity for social distancing on the much more popular section of road will be diminished and hazard to users increased.	This area of the Peninsula has been identified as a popular area for cycling and walking so will benefit from the proposed changes. Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing a project with a narrow scope versus spreading so wide that it is impractical to implement.
Chris	Cresswell	No	This is one of Wellingtons unique drives and can at times act as an alternative route from the peninsula. Also plenty of people require access for fishing. Summer access to beaches would be severely compromised.	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions.
Graham	Ashworth	No	Have you gone completely mad? How does social distancing in an outdoor recreational activity limit the spread of Covid-19 when there is no community transfer. This is a total waste of ratepayers money	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Ajit	Govind	No	As a recreational fisherman living in miramar it would be devastating not to be able to drive/park my car to various locations between shelly bay and scorching bay where i can fish. Also taking my family to popular locations around shelly bay and massey rd for a picnic or exploring the rockpools etc will not be possible. Also noting that the proposal is based on "social distancing" rules... As i frequent this road (almost daily during summer) i can safely say that i have never seen any incidents where groups of people did not have more than 2mtr between different groups. To me it sounds like cyclist are using the Covid-19 situation just to create a cycle lane where one currently doesnt exist. This does not seem fair to all users of that part of the peninsular at all. The road should remain two-way for motor vehicles and cyclist should just obey the rules	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of unnecessary vehicle around the bay and promote more active modes.

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Mike & Lynne	Brown	No	As a Wellington born amateur fisherman (71 years old) this proposal will restrict access for fishers to the coastal side of the road and restrict parking	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of unnecessary vehicle around the bay and promote more active modes. There is no parking loss in this proposal.
David	Jamison	No	I do not agree with this at all. I am a fisherman and travel this road several times a week. Making it one way is madness and will create even more traffic problems.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions.
Paige	Bon	No	There's too many cycle ways as it is.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Mark	Dommett	No	Due to the paucity of ther routes around that peninsula it will force traffic to go via residential areas increasing the risk to local communities. The traffic calming and speed limits are sufficient to provide safety to all road users. This is an unnecessary waste of funds and would severely impact the lives of residents in that area.	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of unnecessary vehicle around the bay and promote more active modes. Cyclists and pedestrians will be able to access the area in both directions. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Claire	Tobin	No	It seems even more dangerous to offer a shared lane that walkers will most likely spread out in, hampering riders. Riders may also spread out in groups, pushing faster riders to use the car lane to overtake or try to dodge them going either way. With the road as it is, riders and walkers need to be careful, but often drivers are very courteous. If anything, lower the speed limit or put in speed bumps.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Jonathan	Chote	No	Area is often used by recreational fishers that need to move in both directions between spots. Emergency vehicles would also need to return via a very long route or risk head on collisions. If bicycle and pedestrian safety is of concern, I would rather see speed bumps fitted to this section of road. Configured so cars must go over but bikes can slip down the sides - especially before blind corners. Then everyone can use the area conveniently.	Alternative routes are available. The road is not closed off but is restricted to one way vehicle traffic travelling from Shelly Bay to Scorching Bay.
Alan	Comer	No	just because the money is approved dosen't mean you should spend it. stop spending money on useless unnessisary projects and lower rates this applies to all future projects, live within your budget	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Jakob	Paul	No		

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Kelly	Moore	No	It's going to force a lot of traffic into Miramar Central. Creating a more dangerous cycling environment. Cyclists are spaced out with the current roading as per the opposed lanes planned. Cyclist would feel squeezed when cycling anticlockwise with oncoming traffic of a car and bike lane. The plan makes no sense as it places more cyclist closer together. It's dangerous and people will get hurt. Spend the money improving footpaths on the seaside for walkers/prams. Cyclists manage with regular road rules currently, don't change something thats not broken.	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of unnecessary vehicle around the bay and promote more active modes. Cyclists and pedestrians will be able to access the area in both directions. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Antonia	Pappafloratos	No		
Aneesha	Budhia	No		
Mark	Jennings	No	I strongly object to this idea. By the time it could be in force the covid restrictions will have been lifted. making this expense and inconvenience to road users pointless. I fear it is nothing but a 'landgrab'in furtherance by opportunist cycling fanatics within the council.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine
Earl	Hope - Pearson	No	I am writing on behalf of The Wellington Company Limited - Shelly Bay Taikuru Limited. There has been NO direct consultation with the parties detailed. This is disappointing considering the significant ownership interest these entities have in Shelly Bay which will be directly effected by Council's proposal. Whilst the parties are not against the proposal in light of COVID19 it does request this measure is retained as a TEMPORARY COVID19 response and is removed upon the redevelopment of Shelly Bay being undertaken. The Wellington Company/ Shelly Bay Taikuru also wish to understand how Council will manage parking and vehicle movements over the period that the measures are put in place. The Wellington Company/ Shelly Bay Taikuru Limited also urge Council to ensure they engage with it on any proposals pertaining to Shelly Bay. This is the least Council can do in being a good neighbour and partner in Shelly Bay. If you wish to discuss please do not hesitate to contact, their representative Earl Hope - Pearson 0275073118	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be community informed. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. We will ensure your organisation is kept fully of any developments in regard to the scheme.
andronicos	economous	No	I totally object to the said proposed changes.It will penalize indirectly citizens lively-hood	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Sarah	N	No	I do not agree with reducing traffic to one way. I am a cyclist and enjoy both cycling and driving around the peninsula and it would be a shame to reduce that. I think it is safe in its current form.	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Grant	Young	No	Strongly disagree to these pop up changes when we have ZERO cases of Covid in Wellington. I am an avid cyclist and don't need stupid wider cycle lanes and footpaths when the current roads and footpaths are perfectly adequate when used with some commonsense. Spend WCC time & money on issues that will help business & individuals keep jobs not pander to the paranoid who can't walk/ride past someone for 2 seconds without fear.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Baha	Mabruk	No	It will too difficult for traffic and residents .. Also it will hurt the business in Shelly bay.. we have enough!	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions.
Johnny	Curtis	No		
Kathryn	Rush	No	absolutely unnecessary. Not Covid related as bikers will need to be close to each other to get to the start of this area. Winter is coming and fewer people will be biking.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. A long list of projects were considered and analysed using multi criteria analysis. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.
andy	economous	No	I oppose the proposed changes as a proper evaluation has not been permitted due to wcc short notification.The wcc cannot arbitrarily have the right to remove my ability to earn my income and then demand that I pay for the privilege through rates. Shame on you wcc	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable.Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.

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tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable. Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be community informed.
Marina	Stevenson	No	Tired of the council catering to the cycling group, send our rates on things that will make a difference to the majority. Just sick of council pandering.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Tom	Harris	No	Again, appreciate the thought. When lockdown was in full force, this would make sense as there were tons of pedestrians. But now the balance between motorists, cyclist and walkers seems to work ok. This proposal might actually force cyclists and walkers to be closer together as most cyclists here ride on the road comfortably as is.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lisa	Brown	No	Even if we developed proper cycleways for cyclists like we have here in Tawa, majority dont use them anyway. Are on the roads defeating purpose of widening and having specific lanes for cyclists. Also with limited parking would affect small business owners as would impact their clientele.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Pat	Juchnowicz	No	Road is to narrow. Road is busy. No room for wider bike stuff	Alternative routes are available. The road is not closed off but is restricted to one way vehicle traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of unnecessary vehicle around the bay and promote more active modes. Cyclists and pedestrians will be able to access the area in both directions. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be.
Kelly	Gray	No	Cyclists tend to cause far more issues when they are given something like a cycle way. They say the cycle ways are not maintained and they choose to ride in the car lane causing traffic to slow. They also refuse to obey the traffic laws and not signal when turning or give way to motor vehicles. They take their own life i their hands when they ignore the safe option. The cars should have room. Taking away any further toad means cars cannot provide the safety of 2m distance the cyclists demand	It is proposed to restrict traffic to one direction to enable a safe space for cyclists and pedestrian to use that is separated from general traffic. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. We acknowledge that some cyclists and groups will use the road but this is seen as acceptable because they are confident cyclists generally moving at a speed comparable to the traffic and in the same direction
Alun	Rei	No	There is absolutely no need to alter the flow of traffic on this road. It is a scenic route that is used by locals and many visitors to Wellington and should not be interfered with. Buses use this road to get to and from an isolated terminus via the quietest most convenient route, which also prevents large vehicles meeting on tight blind bends with passengers aboard, so it is a safety issue to keep this road two way.	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions.

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Christina	Billing	No	As a Kilbirnie resident, cyclist and Green and Labour voter I ABSOLUTELY DEPLORE YOU for suggesting these completely unnecessary changes which are both expensive and hazardous to our community!!! The current cycle lanes imposed on Rongotai Road are NOT USED and are a complete HAZARD to drivers and cyclists!!! I am afraid to use them as a cyclist and afraid of killing someone as a driver! Not to mention this is the WORST USE of taxpayer money in the area when our sewers are bursting every second week and the Council cannot contain the sewerage in Lyall Bay!! The Kilbirnie community functions very well without further cycle lanes and you have obviously not studied the impacts of current cycle lanes on driving restrictions and their actual usage or you would not be proposing such ludicrous ideas!!!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Nik	Artemiev	No	Waste of good money - we don't need it because the country is almost at Covid alert level 1	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Jamie	Thompson	No		
Elizabeth	Carson	No	These proposals are another example of where our City Council is spending all of their energy and funding. It's clearly a backdoor way for the Council to implement "temporary" changes which will ultimately become permanent. As a long term rate payer I am distressed and appalled at how the City Council has been managed over these last five years and am fed up with the focus being on cyclists (who are in the great minority) and not on the wider issues we are facing - busted water pipes, earthquake strengthening projects that are languishing due to bureaucratic fallout, increasing congestion at pinch points around Wellington (especially the Basin Reserve and Kilbirnie Park/Evans Bay), the unconsented Concrete Crushing Plant on Kaiwharawhara Point, an Events Centre which has been continually delayed with infighting and egos and the lack of progress with supporting local business and our local economy and poor road/footpath conditions. Notwithstanding our Government funding for major roadworks has been allocated to other councils as we can't make any decisions. I am a huge supporter of being healthy and ride a bike myself. I am not, however, a huge supporter of spending millions on unnecessary bike paths that are never used or policed (Hutt Road is a shining example of how we've spent millions, affected businesses and still have to battle with cyclists on the road!). I am not a supporter in anyway of creating more cycle ways until such time as our other major projects are addressed. It is a continual frustration to see buildings closed down for years (Old Town Hall, Gordon Wilson Building, Library - the list goes on!) and no one can make a decision. It's all infighting and appealing to the minority's wishes. We have so many more issues than whether our cyclists can get to work! With winter looming - there will be less cyclists and pedestrians. We don't	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>

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Bruce	Welsh	No	The cycle way has no connection to anything at either end. Thus it is not achieving anything. If starting from Miramar Ave and finishing at Ferry St it would make more sense. However, this would still cause problems to residences on this narrow road with limited parking and access.	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions. A long list of projects were considered and analysed using multi criteria analysis. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.
Michael	Hirst	No		
Aaron	Houghton	No	couldn't disagree more	
Jaya	Govind	No	The part of shelly bay road is NOT a busy thoroughfare and I have absolutely no idea why you are considering making it one way for vehicles. It already doesn't have a footpath all the way round so why change it now. This seems like a ridiculous idea that hasn't been thought thru	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
Ian	Picken	No	The change is identified as temporary, but there does not appear a mechanism to change it back once it is not required. Before confirming the change, there should be an agreed stage at which the measures can be reverted back as they are. Otherwise this will be seen as a permanent change being sold under false pretences. There should be no further consultation or approval required to revert the changes to their original layout.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lynette	Simpson	No	Please don't do it. Parking is so important for business that needs our support at this time.	There is no parking loss within this proposal.
Lucy	Sykes	No	Stop wasting time and money on unnecessary crap. You need to think about how many people will benefit from the proposed changes (the 10 people who cycle this route every day) versus those who will be negatively impacted (the hundreds of drivers). You need to focus on productivity and income generation for the greater group, not the whims of the 10 who might decide to cycle today, if the weather isn't too bad (but given it's almost winter, that's not many people). Of course, you're screwing mothers again too. She can't put their two kids in the back of their bike to get them to and from daycare before she hotfoots it to work to try to find a suitable hot desk that hasn't been taken already by the non primary caregivers in her organisation. And the women doing caregiver duties helping out elderly parents and parents in law can hardly put them in the back of a bike to go and get their groceries together. Just stop wasting our rates on stupid work that doesn't benefit the majority of ratepayers. You have too many other things you NEED to spend the money on. Like water and wastewater infrastructure. And I don't care if NZTA would fund a good chunk of these works. They are pointless and counterproductive.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Tim	Parker	No	Shelly Bay road is for cars. I drive round there more often than I cycle. I see more cars than bikes. These pop up lanes wont make people want to ride more, the weather ruins that for most. Nope from my family, terrible idea	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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John	Olver	No	There are no physical distancing requirements in level 1 of the Covid levels. Therefore the objectives of this proposal are no longer required as by the time this is implemented they will no longer be needed. Also there are no end dates for these changes which are required if, as the proposal suggests, they are temporary. Also the benefits of the proposal have not been quantified in any way or supported by any research. Also no mention has been made of any mitigation of the loss of parking for the local communities.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jody	Seabright	No	Please see our formal submission that has been emailed to trfeedback@wcc.govt.nz. A text copy of this has been provided below. Wellington Car Club wishes to record our objection to the above proposal, on the following basis. We note that we have asked for additional information to be provided about this proposal by emailing trfeedback@wcc.govt.nz, so that we can make informed comment. However we have had no response from that request and our comments are based on the limited information contained in TR101-20. Context Wellington Car Club is making this submission because the proposal will directly impact on the ability to run our annual Shelly Bay Sprint motorsport event. Having been held since 1995 the event uses Massey Road, from Scorching Bay to Shelly Bay, the exact location identified in the TR101-20 proposal. This event is highly popular on the Wellington Motorsport Association calendar, where it is part of both the Duncan McKenzie series and the Ron Scanlon Memorial series, attracting competitors, supporters and spectators from around the wider Wellington Region, and as far away as Whanganui, Hawkes Bay, and the Wairarapa. The impact of not running this event is not just on our club, but will be felt region wide. We are currently preparing our road closure application for submission to the Council in order to run the event in early October. It is noted that despite being a regular user of this road for our events, the Council did not contact us as a potentially affected party. Which we find disappointing. Specific Issues It is assumed that in order to form the walking and cycling path physical barriers will be installed along this length of road, making the venue unusable for our motorsport events. If the path is simply defined by painted road markings, then this may not be an issue for our event. However any	Decisions have needed to be made quickly to ensure the benefits offered by the project can be maximised to meet social distancing requirements in response to Covid-19 guidelines. This has meant striking a balance between advancing projects and keeping the community informed. The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The lane for cyclists and pedestrian will be delineated by temporary materials such as plastic bollards, signs and markings along its length. There will be areas where access is required to the coast along the route where speed humps will define the edge of the shared path but provide access. Using temporary materials will also mean they can be easily removed – so we can trial, monitor and test things once they are in place. If these become an issue for events like yours we can clearly identify the problem and adapt the design quickly and cost effectively based on your feedback and that of other users, businesses and the community.
Glenn	Jones	No	Wrong season. Saturday, a perfect Wellington day in May, in 30 minutes round midday at Pt Halswell, 17 cyclists, 11 motor vehicles. Wait till summer daylight saving time, wet and windy days in June July be only the occasional cyclist such as myself, not a family environment for kids in a prevailing northerly.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Ursula	Egan	No	I think this change is very unsafe. Walkers are being disadvantaged across Wellington where footpaths are becoming shared spaces with cyclists who have no respect for walkers. There are few enough true footpaths left in Wellington already.	Safety for people on bikes is enhanced by providing a separated lane/s protected from moving traffic. This ensures vulnerable road users are provided a safe area to ride.
patricia	Cooney	No		

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Andrea	Skews	No	Stop pushing thru cycle ways without any public engagement with the local communities. These changes affect lives along with health and safety of our communities. Our streets are not wide enough for these proposals and this type of railroading through cycle lobby group's demands is completely unacceptable and impractical in a city with such narrow streets as Wellington.	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Paula	Reidy	No	There are much larger issues the Council should be spending taxpayer money on. Fix those urgent problems before worrying about cyclists. Let cyclists continue to ride as they are. It is up to them how they distance themselves.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Nicole	Prince	No	Lack of public consultation and WCC has a proven history of pushing through cycle lanes etc that are not wanted or needed, especially given many businesses are giving the directive to staff to continue to work from home to allow for social distancing in the work place.	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Samantha	Crawshay	No	It is not necessary you are a bit late off the mark. Good to keep up your sleeve in case of reemergence. You do not need to make this change. I do not like the wording that this is for covid and at the end you "might" return to original state.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Robb	Morison	No	I can understand temporary bike lanes in the CBD and suburbs. But seriously doubt they will be temporary. That's what councils do. By this one is purely for recreational purpose, and as we head into Winter who the hang is going to use it. Think this one is a mistake	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. They will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. No one knows exactly how long that will be
Tayla	Varcoe	No	This is highly unnecessary. People are back to work so why risk affecting the carriageway?	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Andrew	Witham	No	Waste of money. It's too cold, wet, windy and hilly for bicycles to be a mainstream form of transport. Hardly anybody cycles in Wellington. Have you learnt nothing from the Island Bay debarcle? I don't want want my rates wasted on this.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe when lighting and conditions are generally poor .
Cassandra	Papadopoulos	No		
Mark	Kelleher	No	This is appalling! Many cars use BOTH sides of this road. We use it multiple times a week. This is the worst idea I have ever heard!	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Lynne	Barr	No	Not Required	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Frances	Pearson	No		
Simeon	Copsey	No	Not required. A vanity project. Direct rate payers money to upgrading the underground water and waste infrastructure. Furthermore any upgrades for the Shelley Bay development should not be paid for by the rate payers.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Paula	Muollo	No	Too much disruption and making traffic problems worse	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Tina	Emeny	No	A poor idea	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Jim	Wana	No	There are no active covid cases in Wellington and no cases for over 60+ days in wellington. No one in hospital due to covid in New Zealand. This is madness. It's ok to send our kids to school but work from home? PC gone mad in my view.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Philip	Humphrey	No	A delightful two-way road for the enjoyment of all. Don't mess with it. Prioritise funding elsewhere, where it is needed. See comments for other suggestions. Put a few traffic-calming measures if you must.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. This proposed scheme will complement the recently installed 30km/hr restriction.
jim	Pinson	No	Already incredibly narrow and slow to navigate. -Unnecessary.	
Lou	Newman	No	leave as is	

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Jeremy	Hewitt	No	Limiting vehicular traffic to one-way serious limits access for many Wellington residents, particularly those of limited mobility who are unable to enjoy this harbour location by walking or cycling.	Alternative routes are available. The road is not closed off but is restricted to one-way vehicle traffic travelling from Shelly Bay to Scorching Bay. Cyclists and pedestrians will be able to access the area in both directions. those with limited mobility can still enjoy the route.
Mark	Hay	No		
Alan	Nelson	No		
Oliver	Martin	No		
Sefton	Bates	No	1) I do not believe that temporary cycleways are an effective use of WCC resources at a time when we all are heading into a time of global financial crisis. Projects with a temporary benefit should not receive priority over projects that are critical infrastructure (namely water and sewer) or that bring direct measurable economic benefits. The economic benefits of temporary cycleways are neither direct nor measurable in any meaningful way. 2) I do not believe that spending significant WCC resources on facilities to benefit a tiny minority of Wellington Residents is fair to the majority of Wellington Residents and Ratepayers who do not cycle. Less than 5% of Wellington's commuters are cyclists (as per Census data). The majority of Wellington commuters will not see any benefit from these proposed changes. In fact many will see significant negative impact. I believe the negative impacts will affect far more Wellington Residents and Ratepayers than the temporary cycleways will benefit. 3) I believe that the opportunity to have any benefit from temporary cycleways has been missed. At the current rate of progression, it is extremely unlikely that these cycleways will be in place before New Zealand moves out of COVID-19 Level Two. Furthermore, as we head it Winter, those who took up recreational cycling in Level Four and Level Three will be less likely to commute via cycle in cold and inclement weather (as is typical for Wellington in the Winter season). 4) I believe that WCC is attempting to make permanent infrastructure changes under the guise of being temporary both to deceive Wellington Residents and Ratepayers (who may otherwise object to permanent changes) and to use cheaper methods of construction (that would be otherwise unsuitable for long term use). No time frame has been given for the roll-out of these changes and no time	A long list of projects were considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. These Covid-19-related street changes are temporary and they will be in place as long as safe distancing is required – until there is a vaccine or restrictions are lifted for other reasons. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
Bobbie	Meyer	No	As a long time Wellington resident, am am fed up with money being spent on cycle ways	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Michelle	Spiers	No	The entire idea of temporary street changes in response to Covid-19 is ludicrous. This is not New York; these roads are never full of pedestrians and cyclists, except in organised marathon/running events when the roads are closed. If people need to social distance they can merely move around the subject in their way. To spend rate payers funds in this declining economic climate on such changes is criminal. The government have sent our children back to school and say we can meet in restaurants and groups of up to 100 people (although it is noted civil servants are not back to work, in town supporting the city) so these distancing measures are clearly not required. Utter madness. Baseless and irresponsible use of rate payer's funds.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Robert	Poole	No	Given the lack of any active cases in the southern end of the North Island and the likelihood that physical distancing restrictions are to be eased soon, I see these temporary changes as a waste of money. They will inconvenience as many people as they will help. I am supportive of the improvements in cycling infrastructure that are underway across the city over the last five or so years, but the changes need to be sensible and planned so as not to get people offside. Whilst this proposal has merit to make a wonderful waterfront exercise area in Wellington, I'd rather it occur over a longer time frame with appropriate community consultation. Most cyclists safely use the road here, and it is not too busy with cyclists, pedestrians or cars for appropriate physical distancing. Additional "slow down for cyclists and pedestrians" and "share the road" signage could be used instead.	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
James	Malcolm	No		

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Tony	Randle	No	The WCC has proposed several traffic Resolutions: 1.Install 1,579 metres of temporary cycle lane along the east side of Evans Bay Parade. 2.Install a 1,200 metre temporary uphill cycle lane on Brooklyn Road between Willis Street and Ohiro Road 3.Install 900 metres of temporary cycle lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway 4.Convert one traffic lane to a two way shared pedestrian/ cycling path by installing a 3,000 metre one-way vehicle restriction on Massey Road starting from its intersection with Shelly Bay Road to approximately 220 metres north east of its intersection with Karaka Bay Road (at the eastern point of the on-road angle parking bays) and also Prohibit vehicles from travelling from Scorching Bay to Shelley Bay (in the north, west and south direction) 5.Temporarily widen the footpath on the southern side of Stout Street and also Relocate two mobility parks and motorcycle parking to nearby locations The justification for these changes is "To provide more space for walking and biking in response to Covid-19 social distancing guidelines." The JCA supports WCC responses to support the social distancing guidelines under the Covid-19 lockdown emergency. It is important the measures are taken to ensure residents are kept safe. However, the JCA opposes these "temporary" changes being undertaken under the legal framework of Traffic Resolutions and therefor opposes all these Traffic Resolutions. The concern of the JCA is that the WCC is making legally permanent roading changes under the justification of supporting temporary Covid-19 health measures. There is no information on whether these changes are justified in terms permanent improvements to transport and accessibility. That these changes are permanent is supported in that the traffic resolutions do not contain any information on how	For these proposed restrictions to be legally enforceable they must follow the Traffic Resolution process. You are correct that legally the traffic resolutions do not have an 'expiry date' as such however as communicated in the Traffic Resolution process, Council intends for these to be temporary - They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be. Once the decision is made to remove the temporary installations, this will be carried out via the Traffic Resolution process.
Marc	Hill	No	Not needed. Social distancing is easily managed especially as its now established contagion happens in confined indoor spaces. Total waste of money especially considering loss of income to businesses a d council financial situation	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Allanah	Barr	No	Unnecessary, traffic flow is already frustrating enough.	Alternative routes are available. The road is not closed off but is restricted to one-way traffic travelling from Shelly Bay to Scorching Bay, this along with the speed limit change is likely to reduce the number of unnecessary vehicle trips around the bay and promote more active modes. Cyclists and pedestrians will be able to access the area in both directions. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Don	McLean	No	Simply close the road to all cars during times of high potential walking/running/cycling/scooter/skating demand. For example Weekends Summer 6.00 am till 9.30pm. Weekdays Summer 9am till 6pm. Weekends Winter 7.30am till 6pm. Weekdays Winter 9am till 5pm No need for lines or a one way lane. The road is certainly wide enough for all non-car users. Encourage a bike/scooter hire kiosk at each end - ship spotters, bird watchers, picknickers, beachcombers, fishing persons etc. can park the car then bike around the scenic bays. Closed road could be used for other activities maybe - market or any other creative non car use. This road used to be blocked every night by the Air Force by the way. Wellington Car club road closure once a year would work with this. No capex required apart from a few signs and 2 barriers, money saved could be used for repairing drains etc.	We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
Johanna	Carter	No	Where is the cost benefit analysis what will this do to our rates.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Nigel	Solomon	No		
Catharine	Underwood	No	In principal I supported this until I read the detail. One lane Shelly Bay to Scorching Bay for cars – yes good. Then the other lane would be a two way shared path for cyclists and walkers. Really? Where are the bunch riders going to ride on Saturday? This is a really popular training route for all sorts, shapes, sizes and levels of experience. Where are they to ride? On the shared path at high speeds terrifying walkers and other cyclists. Or in the car lane, slowing down the cars?	It is considered acceptable for confident cyclists to use the road. In general these riders are faster and with the 30km/hr restriction in place on this section of road the inconvenience to general traffic should be minimal.

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Mr M	Dunne	No	<p>Dear Ms Free</p> <p>I'm writing on behalf of our Body Corporate at 363 Karaka Bay Road, concerning the proposal to close off one lane around Massey Rd to vehicles. As it reads it is unclear how this would work and has been very poorly consulted with residents of the Bays in question. We are already faced with considerable traffic congestion over weekends and with already limited parking in Scorching Bay the whole concept would appear unfortunate. The proposal would add considerable complications during higher use times and inconvenience to residents and further reduce the free flow of traffic.</p> <p>It is also unclear whether this is a Temporary or permanent measure? The premise of the proposal is not substantiated. The increased use of the area by walkers and cyclists has abated considerably from the COVID-19 L4-L3 peaks, with few walkers and now similar numbers of cyclists as in pre COVID-19 times, where the dual carriage way worked perfectly well for all.</p> <p>Our major concern is the total lack of consideration and consultation with residents of the Bays, apart from the pamphlet received today in letterboxes, there has been no discussion by Council prior to this landing on us. We are aware that the same proposal was sent electronically in the recent WCC online newsletter, which is not widely read, but did allow us to make a submission against the proposal.</p> <p>The recent introduction of a 30km speed limit from Worser Bay – Shelley Bay was also done without consultation and although this measure is supported, will further complicate vehicle movement if</p>	<p>These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine</p> <p>We will be using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. While they're in place, we'll make it easy for people to let us know what's worked well, and what hasn't. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.</p> <p>As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be easily moved or removed – so we can trial, monitor, and test things once they are in place. While they're in place, we'll make it easy for people to provide feedback on what's working well, and what isn't. Some adjustments are possible.</p>

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Robin	Boldarin - Miramar/Maupu ia Progressive Association	No	We can understand the laudible intention of installing temporary walking/cycle ways on this Road to enable the social distancing of cyclists/pedestrians in respect of coronavirus pandemic however cannot accept the age group involved are not responsible enough to do so. Children (age defined) can be confined. It is also most unfair to condemn those who go for a limited coastal ride to be enforced to travel the whole distance when there is no wish to do so. One of the main attractions in Shelly Bay is the Chocolate Fish and prospective clientele go to relax and return, generally the same route both ways. We therefore oppose this. This association is concerned over the restrictive time-frame for submissions on these proposals – 13 days in total. We are nearing the end of the coronavirus period (hopefully), the volume of traffic has noticeably increased and we are slowly entering the winter season when both cycle and pedestrian 'traffic' inevitably decreases. If there is an intention to monitor a particular sector of the 'traffic' it might be more productive if attention was directed to the freedom some cyclists take – i.e. cycling on footpaths, going through red traffic lights, no cycle helmets (which we understand is 'compulsory'), no rear light and (for some) a recklessness in wearing dark clothing indistinguishable in the darkening light. Pedestrians, in the main, assume a more responsible stance. Children (including teenagers) require a certain amount of care. The older - labelled by some as 'boomers' - also require care. For some, mobility equates with cars, driven either by themselves or a caring family member. The middle age group is generally the income-generating sector upon which these two age groups are reliant. Only a very small group within these are cyclists or, as the newer 'with it' group would say 'e' cyclists. There seems to be no	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine. We will be using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. While they're in place, we'll make it easy for people to let us know what's worked well, and what hasn't. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community. As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be easily moved or removed – so we can trial, monitor, and test things once they are in place. While they're in place, we'll make it easy for people to provide feedback on what's working well, and what isn't. Some adjustments are possible.
Lucy	Stewart	Yes	Excellent improvement to a popular recreational route which has no need to be two-way for traffic - it's not the fastest way to anywhere.	
Simon	Vita	Yes		
Craig	Stevens	Yes	The one-way for cars is a fantastic idea! The amount of pedestrian/cyclists using this during lockdown showed how important a space it is for WLG. Excellent initiative.	
Arran	Whiteford	Yes	Fantastic decision. Wellington has a world class cafe-crawl, and this will really showcase our beautiful coast in its best form.	
Karen	Jenkinson	Yes	Sensible idea - fully support	
Finnigan	Illsley-Kemp	Yes		
Andrew	Chisholm	Yes	This route is narrow and a very popular, beautiful route around the harbour. There's little downside to having a one way road as I suspect most traffic is heading clockwise around the peninsula, and a separate cycleway makes it safe for families and others to enjoy the scenery without worrying about cars being too close or pushing people over the edge.	
S	R	Yes		
Laura	Christie	Yes		
Duncan	Kenderdine	Yes		
Erica	Mangin	Yes	Super support this. Not that many people drive around here but many that do drive is a way that is unsafe to other road users.	

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Alexander	Garside	Yes	Allocating this huge scenic ride as a human-speed zone? This may slow down weekend pelotons but should be great for everyone else.	
Kaye	Foran	Yes	Fabulous- this makes a wonderful extension to the cycle way around the waterfront plus a scenic walk on what feels like a remote coast but is actually close to the city. I hope it becomes permanent.	
Chanelle	Rodeka	Yes	At the moment it's very hard to run along this section with the many other runners and bikers, I very much approve of the proposed changes	
Celia	McAlpine	Yes	Please do some more temporary protected bike lanes than just these!! Some more in town would be great too	
armando	Velazquez	Yes		
Andrew	Bartlett	Yes	The one-way shared path around the north end of Miramar is the best of the proposals, this will make a massive improvement to this area and I STRONGLY support it.	
Annie	Yeates	Yes	Very much in favour! Would love to see this become permanent!	
Libby	Callander	Yes		
Dan	Addington	Yes	Excellent idea. It should have been one way years ago.	
Anne	Phillips	Yes	Watts Peninsula and Shelly Bay together are cherished taonga and enhance the recreational facilities used by a broad demographic of the population in Wellington. Accessibility is essential for bikers, runners, hikers and road traffic. In particular Ngati Tama ki te Whanganui-a-Tara, the iwi that claims mana whenua status over part of Watts Peninsula wish to enhance their Treaty partnership with the Wellington City Council.	
Jacob	Jolley	Yes	I'm fully in support of these changes, the only thing better would if it were permanent. It's a great way to exercise, however, people will speed and act dangerously around this stretch of road, honking at cyclists, I think having it marked as a share way will reinforce that even though cyclists are allowed on the road already, they can feel confident that the council supports this idea.	
Catherine	Bisley	Yes		
Russell	Tregonning	Yes	Excellent	
David	Spencer	Yes		
Lauren	Kelly	Yes	Regardless of physical distancing, this is a great opportunity to make this route more user friendly for walkers, runners and cyclists. This change should be permanent.	
Tim	Henley	Yes		
Ian	Miller	Yes	This is an excellent proposal for a very popular drive, walk, bike ride. All locals and visitors will benefit from the relaxed feel of the coastal road once these changes are made. So much safer and in line with the use of the area. A great solution, inspired. Well done.	
Scott	Campbell	Yes	This is awesome and will open up a route otherwise not suitable for families with young children to cycle currently.	
Corrina	Connor	Yes		
Joseph	Shannon	Yes		
Clara	Cantal	Yes	At times, the space is quite limited. This will enable pedestrians and cyclists to be safer.	

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Patrick	Wilkes	Yes	This seems like a nice idea to allow people to walk / bike around the peninsula, a lovely spot that is currently ruled by cars, it might attract people to the peninsula at the weekends, but I don't see what it has to do with physical distancing due to COVID-19.	These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. The project is also co funded by NZTA as Covid response projects to support mode choice and physical distancing space
Nigel	Hefford	Yes	Walking and running in this area can be quite hazardous. This would encourage those activities and make it safer for cyclists as well.	
Tamsin	Royson	Yes	This route is already popular with cyclists, runners and walkers and extra space through a shared path and one-way traffic would provide greater access and safety for all. There appears to be limited business or residential rationale for vehicles to need to access the peninsula beyond Shelley Bay so one-way access should assist in disincentivising unnecessary car travel and contributing to climate change efforts, while allowing access where this is clearly required. Ideally this lane would begin at the Miramar Cutting to provide maximum safe access to the peninsula, as similar safety and separation issues for pedestrians and cyclists are present between the Cutting and Shelly Bay.	
Jonathan	Coppard	Yes	I strongly support this proposal. It has community support with a WCC ePetition having over 200 signatures. It will provide a safe recreational space for people to walk and cycle.	
Ben	Nistor	Yes	Full support for this	
John	Western	Yes		
Kat	Saunders	Yes	As a keen cyclist who moved to Wellington from Auckland one year ago, this is excellent news. Wellington city is lagging behind with providing safe cycleways. I have found cycling in Wellington to be unsafe and I have stopped riding so often. I support all new cycleway proposals and hope they can be made permanent.	
Sofia	Robinson	Yes		
Mark	Higham	Yes		
Neil	Beckett	Yes	Feeling unsafe is a key factor preventing people from cycling for pleasure or to commute. Worth trying.	
Jules	Higham	Yes		
Jill	Ford	Yes		
Andrea	Black	Yes		
Martin	Hefford	Yes	Great idea. Will improve health and wellbeing.	
Mark	Johnston	Yes	Yes, please take advantage of the NZTA funding and make this change to help less confident riders feel more comfortable on their bikes. Please consider making the change permanent after evaluating the success of this resolution.	
Sarah	Campin-Fordham	Yes		
Ari	Stevens	Yes	Why not from Miramar cutting. Many people are walking the full loop and the cutting to Shelly Bay section has no space for pedestrians. Should be permanent.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine. No one knows exactly how long that will be.
Celia	Wade-Brown	Yes	Making the motorised traffic one way is the only way to give enough space to walkers, runners, scooterers and cyclists. We are not certain whether shared space or delineated space would work best and urge you to trial some slightly different set-ups during the proposal.	If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses and the community.
Alex	Litherland	Yes		

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David	Karl	Yes		
Benoit	Pette	Yes	I absolutely support this proposal, and if anything, would rather have it permanent. I have been using this stretch of road for running and it is obvious there is nothing for pedestrians. This area is especially beautiful and made to be enjoyed by feet or on a bike, which ironically, are the least facilitated ways of moving around this place. I would also like to suggest this is a stepping stone t, finally, get moving with the Regional Park. This Regional Park has been a Council resolution for months, if not years, and no calendar is yet public on when this will eventually happen. As for the Regional Park, another quick win would be to open up the trail starting from Fort Ballance and across the forest, NorthWards. The appetite for anything that will reinforce the natural heritage of the peninsula is strongly supported in the community, and this proposal (the one way road) is a step in this direction.	
Jez	Weston	Yes	I support Wellington's expansion of cycle paths and other resources for active modes of transport. This should take priority over on-street parking.	
Lewis	Ellison	Yes		
Shane	Sinclair	Yes		
Rhiannon	Bertaud-Gandar	Yes	I support any resolutions that make the city more friendly for cycling and walking.	
Stephanie	Preston	Yes	I agree , but the cycle lane is too short. It should start at Miramar cut so cyclists and walkers can continue round the bays from Evans bay. The same social distancing problems exist for stretch of road up to Shelley Bay. By having a cycling and waking lane right set the peninsula, distance would be preserved. But more importantly safe cycling and walking lane would have great recreational value, be an attraction to the are and greatly increase passing traffic for businesses.	
Daniel	Neely	Yes	Fully support it!	
Grace	Christison	Yes		
Conor	Hill	Yes	Go hard	
Angela	Campbell	Yes	This is well overdue. There are so many bikes and per that use this area and there is limited space. Cars treat it as a race track making it exceptionally dangerous. I saw so many near misses during lockdown. With limited businesses on this stretch it would seem 1 way traffic would not inconvenience many. There aren't many places where this treatment is so easy to implement.	
Paul	Glover	Yes	A great improvement of safe use	
Brian	Bell	Yes	Many neighbours have been discussing this proposal. I am agreement with them that this will improve the safety in the neighbourhood and make the experience much more enjoyable for cyclists and pedestrians. This is a long time coming. Thank you.	
Igor	Albornett	Yes	should start earlier connected to Cobham dr and Miramar av, as people bike there from town, not drive in cars and then ride.	
Shane	Hooper	Yes	There's a lot of foot & bike traffic through this area, this can only make things safer all-round.	

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Valerie	Townsend	Yes	excellent for commuters on bikes - Safer for them. we might see less cars and more cyclists. Also please do limit the speed for cars to 30km/h.	
James	Barber	Yes	This is no way near enough. The crowded parts of the city are in the heavily populated areas near the CBD. This is where footpath extensions and temporary cyclelanes should be going. What the Council is proposing here is, frankly, lazy and tokenistic. You should listen to the recommendations by groups like Cycle Aware Wellington.	A long list of projects were considered and analysed using multi criteria analysis. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.
Bradley	Stockman	Yes	This upgrade should be made permanent.	
sarah	cull	Yes	It's a great idea and will make walking and cycling in this area much safer. We would use it regularly for family biking excursions and for personal exercise.	
Ash	McCrone	Yes		
Lynn	Cadenhead	Yes	Wonderful idea and needs to be permanent.	
Emily	Shrosbree	Yes	Support moves to give pedestrians and cyclists back the streets over car users. And I think this should be long term, not just for Covid-19 distancing.	
Matt	O'Neil	Yes	This is a particularly important change. This is a very popular stretch of road for a lot of different types of activity - running, cycling and more protection from vehicles is required. Could reduce speed limit also.	
Anne	Arkwright	Yes	Excellent idea.	
Flavia	Figueiredo Macha	Yes	Please we need to make safe and easy to bike and relieve the pressure on public transport and leave cars for those that really need to drive	
Sheila	Hart	Yes		
Cedric	Hunt	Yes	This change will provide a great and safe new recreation and transit option for Wellington walkers and cyclists and if made known to tourists potentially an eco-friendly boost to Wellington tourism. At the moment there are few flat areas to cycle within Wellington away from the smells, noise and dangers of dense vehicle traffic so this change if put in place will be wonderful and in my view the sooner it is in place the better. Northbound vehicular traffic from Seatoun has on my count four other shorter route options when driving toward the city so the closing of this road to city bound traffic should not be an inconvenience.(I lived in Seatoun once.)	
Denis	Mander	Yes	See comments in respect of TR98-20	
Anna	Williams	Yes		
Jean-Michel	Carnus	Yes		
Richard	Thomson	Yes	I support this proposal as it will improve safety, increase transport options and help progress towards decarbonising our community.	
Alice	Weir	Yes	Yes. Again, room for bike lanes and pedestrians should be permanent, not "pop up".	
George	Baird	Yes		
Georgina	Preston	Yes	The one way lane for cars should be restricted to 10km/h. Shelley Bay road should also have its speed reduced to 10km/h	
Anthony	Davies	Yes		

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Peter	Mora	Yes		
Geoff	Todd	Yes	Excellent idea. I both drive and cycle this route frequently. It has become very popular to the point neither is so good and I think this suggestion will address that problem.	
Kris	Ericksen	Yes	Fully support - excellent concept	
Wim	van Dijk	Yes	Overall an improvement. Road is narrow and doesn't allow enough space for running/walking. However fast cyclists will be worse off at busy times of the day.	
Anna	Bridgman	Yes	Great idea! I haven't cycled around here in awhile but it is somewhere I definitely would take the kids. They have gotten more in to cycling in this lockdown period and I want to encourage this as much as I can.	
Andrew	Kennedy-Smith	Yes	COVID19 response with changed work patterns and greater enthusiasm for walking and biking illustrate majority community/public support for walk-bike in place of car personal transport. Car/van use may be focused on transporting goods rather than individual commuting to work. Improvements in air quality, safety of walking/cycling, peoples health achieved in the lockdown period should be sustained and these benefits outweigh any inconvenience for few commuters caused by loss of parking or roadway. We as a community are ready to embrace this change.	
Stephen	Treacher	Yes	A flat section of road this should encourage bike use.	
Simon	Louisson	Yes	This is such a good proposal. This is Wellington's premier recreational route. It should be permanently prioritised for walking and bikes. BTW, when it comes to reseal the road, it should be done with smooth seal, not chip seal, so it is suitable for cyclists and microtransport.	
Casey	James	Yes	I love this proposed change and I would encourage you to consider making this temporary change permanent if it is deemed a success. This stretch of road is a great scenic ride/walk, and these changes will encourage people to be more active	
Patrick	Morgan	Yes	The sooner the better. This will improve trips for people on bike, foot and scooter. Please drop the speed limit to 30. I would go further and restrict access by people in cars for this trial. Regardless, the lane needs to be physically protected by battens or cones, not just paint. Paint is not protection.	
Laurence	Harger	Yes	This would also be candidate for a permanent change.	
Susan	Guscott	Yes		
Jen	Jewell	Yes	Excellent idea, facilitating more active travel and public use of space, as well as enabling more recreation activities in the area.	
Alison	Ballance	Yes		
Matthew	Bartlett	Yes	Very excited about all these proposals. Partly because they appear to be necessary to preserve physical distancing at this time, and partly because I think they'll encourage more walking & cycling, which is great for health & emissions (bearing in mind the city's emissions reductions goals).	

Massey Road - TR101-20				
SALENA	DAVIE	Yes	Our family of 4 all cycle as a form of transport and for recreation. I appreciate all improvements towards a more cycle friendly city. During level 4 and 3 I observed how many more people were out walking and biking in Wellington. It was great. This a perfect opportunity to establish what a more sustainable and cycle friendly city could look like.	
Carl	Howarth	Yes	I was concerned to read "If approved, the proposal will be installed within the next 3 months." This is required immediately.	
Rhedyn	Law	Yes	Would be good to have signage indicating that pedestrians should keep to the left, cyclists overtake to the right, I am concerned about the time frame for installation, 3 months seems like an excessive amount of time and these temporary facilities should be installed immediately. It is also concerning that Wellington Council needed the push of a pandemic to prioritise pedestrian and cycling facilities.	
Julie	Williams	Yes		
Steve	Manning	Yes	This has to happen, the world has changed and we need to embrace a low carbon economy. These small step proposals allow easy-wins and encourage increased cycling uptake across Wellington. Increasing numbers of cyclists in turn results in a 'safety in numbers' effect, and safer roads for minority users.	
Isabella	Cawthorn	Yes	Yay! I was driving there today (usually biking) and it's so hard to keep to the right speed. A one way with protected space for people taking up the other lane is just the ticket.	
Kath	Haines	Yes		
Hannah	Harland	Yes	I support safe and accessible areas for kids to cycle in Wellington.	
Richard	McMillan	Yes		
Tom	Kriha Goldstein	Yes	As a motorist and cyclist I strongly support separated cycle lanes to make cycling safer.	
David	Ponting	Yes		
Caroline	Robertson	Yes		
Kim	Kelly	Yes	This would definitely make it safer and encourage all the families I have seen on bikes during lockdown. However they still will have to bike with traffic to the start/end point. Could this be extended from the Miramar cutting to Seatoun?	
Graeme	Buchanan	Yes	This proposal makes sense in a Covid 19 context because it promotes safe walking and cycling. It will take no time for locals to get used to the supposed inconvenience of 1 way and it sits perfectly with the intended Regional Park.	
Richard	Goodyear	Yes	Please just do it. Even this change is so minor compared to what is happening internationally. More bike lanes, more walking. Liveable cities. the evidence is overwhelming. I am just so saddened that this is all we can drum up. Cars are the default in Wellington and yet you have already been told in the LGWM feedback that the majority of Wellingtonians want this. Please just get on with it. Don't make it temporary, be more ambitious. Please see what London is doing. There changes are light years ahead and they will be in place in six weeks. Ok that is my rant.	
Todd	Hayvice	Yes		
Tim	Gittos	Yes	Please make permanent	

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Mark	Harris	Yes	100% support this proposal
Lewis	Thomson	Yes	I think it is very important to have better cycling infrastructure=re to encourage more people to cycle, if these proposed changes happen it means people will feel more safe.
Murray	Thomas	Yes	I am not a cyclist but often drive around the Miramar Peninsula an obviously encounter cyclists, However a couple of things are not clear 1. Will parking be retained at the foot of the Track to Massey Memorial? 2. Will Car access be allowed across the Cycle/ Walking way to the popular carpark at Point Halswell? I assume access will be allowed across the cycle way at the indicated points at Kau Bay
Christine	Whiteford	Yes	
Mark	Murphy	Yes	
Peter	Woods	Yes	
Sonya	Cameron	Yes	
Max	Bloomfield	Yes	
niamh	crocker	Yes	
Asher	Emanuel	Yes	
Errol	Greaves	Yes	Excellent improvement. It will make this ride so much safer.
Phillip	Stallworthy	Yes	I strongly support this proposed change and I urge the council to make it permanent. Walking and cycling are obviously future transport solutions and we should take this opportunity to encourage and facilitate them.
Pool	Frank	Yes	I cycle this route every day, cars are now passing bike too closely and overtaking dangerously. One way for cars is an excellent idea.
Tim	Riding	Yes	
Andrew	Roxburgh	Yes	It was so busy with families and kids during lockdown. Let's make that all the time! nb. I also do volunteer work with Places for Penguins on part of this coast. I often drive there. I'm happy to drive in a given direction - a small price to pay for such a great improvement.
David	Laing	Yes	
Dr George	Preddey	Yes	Cars have no future in a carbon-zero world. In many respects the climate crisis is magnitudes greater than the covid-19 epidemic.
Irina	Ilyushkina	Yes	
Simran	Rughani	Yes	We need to encourage more active transport, especially now that buses have limited capacity. So, I support more bike lanes and increased pedestrian support through the walking path.
Oscar	Damerham	Yes	
Paul	Campbell	Yes	Fantastic idea and will encourage the thousands of people that used this area during lockdown while there was less traffic to continue using this area. It is faster to come back through Miramar anyway so this shouldn't impact on people still using their cars to access Scorching bay/Shelly Bay
Jake	Roos	Yes	
Jacquie	Bown	Yes	This is a great idea to allow people to fully enjoy this stretch of the peninsula - it's currently quite hazardous to walk or run around as there is no pathway along most of the route. The distances involved are small enough not to inconvenience drivers - after all, they have a car!

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Sophie	Auckram	Yes	While more biking and pedestrian space is great, the issue is for disabled people who are at risk of getting hit by fast moving cyclists. If there is spetetate spaces for cyclists and pedestrians it would be better	
Anna-Mareia	Hammond	Yes	Cycling should be supported permanently to encourage healthy lifestyles and to keep cyclists safe. Driving should be discouraged for all but the elderly, those with disabilities and those with small children. We must lower our GHG emissions in NZ.	
Andy	Cameron	Yes	Great idea making it one way to traffic to give more space to active modes.	
Kit	Withers	Yes		
Libby	Grant	Yes	The proposed changes are a practical and sensible way to respond quickly and effectively to the challenge of maintaining social distancing during this COVID-19 pandemic. During the lockdown more people than ever were out in their local areas exercising - walking, running, cycling. It is vitally important for the wellbeing (both physical and mental) of the population that people can exercise safely and keep socially distanced. I personally walk every day and have found it impossible at times to maintain social distancing without stepping out on to the road and risking injury or worse from cars. The proposed changes will make Wellington safer for everyone. These changes should be accompanied by some other simple changes such as slowing all traffic to 30km in the city, changing traffic lights so that they are automatically triggered by pedestrians thus avoiding the need for pedestrians to have to touch the button at the lights. Pedestrians should also be prioritised at traffic lights to ensure they do not have to wait. This will encourage moe people to walk and leave their cars at home making our city streets quieter, safer and cleaner for everyone.	
Laura	Cooper	Yes	Totally supportive of this initiative to give additional space to cyclists and walkers. We need more of this!!!!	
Valerie	Love	Yes	Totally agree - making more room for cycling and pedestrians is vital.	
Philip	Tremewan	Yes	These are excellent proposals. But I do think they should go a whole lot further. These changes are just a fraction of what is needed.	
Arthur	Price	Yes	Please make this permanent	
Kamaea	Tukaki-Gallagher	Yes	Would be fantastic to bike the peninsular with children safely	
Victoria	Cleal	Yes	Again, please trial and consider making it permanent.	
Ina	Werner	Yes	Implementing bike lanes and temporary footpath extensions aligns with the international best practice we have seen from cities responding to COVID-19 around the world, including Auckland and Nelson. These projects will provide a sustainable and healthy option for commuters and leisure users alike	
Sarah	Wallace	Yes		

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Nick	Kirkman	Yes	Make it permanent, and separated. Honestly stop dicking around and copy best practice. We know what that is; physical differentiation and seperation. On central city roads this basically means a wider, two tiered sidewalk. Where there is space out of town it should be a cycle lane away from the road wherever possible. Follow grading rules so young kids and older people can realistically get around. Integrate routes with the bus and train networks and make it easy to take bikes - this already isn't bad but capacity worries stop commitment. The acceptance criteria for a good bike lane is: - I am happy my 6yr old can ride in it. - At a minimum, a car has to ride up a curb to access the bike lane. - I don't get excessively wet or muddy in bad weather (well drained, hard, clean surface)	
Leanne	Arthur	Yes		
Jake	Chapman-Olsen	Yes	Looks good. Hope it becomes permanent	
Thom	Taptiklis	Yes	No cars would be great! Need to separate walkers and fast cyclists	
Moir	Smith	Yes		
Lennox	Lynch	Yes		
Jeremy	Baker	Yes		
Tessa	Johnstone	Yes	Wellington's lockdown demonstrated to me what can happen in our streets and communities when cars are left at home. Families, children, older people, all people feel excited and safe about heading out on to the streets on bikes and scooters and as walkers. When the infrastructure is there (or as in lockdown, when the cars are not there) people embrace active modes of transport. We need more than empty encouragement from council and government to do it. We need infrastructure that keeps us safe while we're doing it. The temporary cycle lanes you've proposed are not only a sensible public health measure for a pandemic, but for a future in which we want our communities and our environment in good health. These proposals are great, but the bare minimum we can do - there are some incredibly dangerous roads in Wellington city, and it's about time we prioritise cycling and walking on those roads, not fast moving traffic or parked cars. Specifically, I would like to see a pop-up lane from Island Bay to Owhiro Bay around the South Coast added. The temporary 30km/h speed restriction has been ineffective to say the least, and the only real way to make it safe is to reclaim some space on the road for cyclists and leave the footpaths to walkers. I support the existing proposals, and support them being in place permanently. I urge the council to fast-track other, heavily consulted and long-postponed cycling infrastructure projects like Newtown Connections.	

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Joanna	Laurenson	Yes	As someone who frequently runs around this end of the peninsula, I support this proposal, as it will help to resolve some of the ongoing issues of sharing this road space by pedestrians, runners, cyclists, motorcycles and cars. Its a very popular strip of coast for exercise and there is no footpath. Pedestrians and runners are frequently given no space and are relegated to the narrow strip of gravel road verge. During level 4, we noticed that there were almost no cars using the northern end of the peninsula. It was safe to socially distance, for runners cyclists and pedestrians. There has been a significant increase in car use however over level 3 and 2. it's getting really dangerous to social distance along this stretch now. While I support this proposal, it doesn't address the worst stretch of Shelly bay road. The most dangerous stretch of road, with the most cars and the most conflict is between road users, is from Shelly bay to the Miramar roundabout on cobham drive. This is the busiest and most contested space. I fully support your proposal, but the two way cycleway and single road lane should be extended all the way from Scorching bay to number 72 Shelly Bay Road. This would resolve conflicts along most of the most dangerous stretch of road, while still allowing cars to travel in both directions to the residences on Shelly Bay road. Cars which travel from cobham drive to Shelly bay can easily continue in that direction to scorching bay and return through Miramar. One other thing I'd add is that I would support a permanent (rather than temporary) change to this stretch of road to make it safe for pedestrians, runners and cyclists all year round.	
Seamus	Maher	Yes	Having walked and cycled along this road previously, I have found it quite dangerous with cars needing to move to the other side of the road to get past at times. The plan to include the cycle way along here will make social distancing more possible, and it will be a far more inviting stretch of road for cyclists and pedestrians.	
Chris	Owens	Yes		
Gerald	Parsonson	Yes	I agree with this. It will resisted by those worried about car park loss, but the more difficult parking becomes in the central city, the more carpark building will be used, the more public transport, the cable car, cycling, scootering and pedestrian travel is encouraged. It is obvious what is better for the city and humanity and personal health.	
Michael	Rencen	Yes	Support the change but would like to see enhanced speed monitoring/enforcement for all users including cyclists for the full stretch of road subject to the 30 kph speed limit. This includes the Massey Road shared road section and the other bit of Massey Road from the Miramar Cutting. And Karaka Bay Road to Awa Road	
Thomas	Kay	Yes		
Craig	Ward	Yes		

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Kaya	Shlomi	Yes	I highly support this proposal and it would be a real asset for all of Wellington - wonderful for local residents of Miramar to get their Covid-19 socially-distanced exercise, and also something that Wellingtonians could come to enjoy from around the city, supporting local businesses at both ends. The views around the coast are amazing but it's a really scary place to walk or cycle because people treat it like a racetrack, even though there's no reason to actually be driving along there at all. There would be a strong argument to open the whole road to people walking and cycling instead of just half of it. An arrangement like this could also be considered for around the bays from Oriental Bay to Evans Bay as an extension of our wonderful waterfront, as the narrow footpaths around there make it impossible to walk safely and keep distance from other people.	
Stuart	McKenzie	Yes	This is long overdue. Many people use this route for normal biking and walking/running) with no obvious or safe path. This seaside route is one of the premier routes for locals and has needed a reasonable separation from cars and trucks for many years. The lockdown period clearly showed the utility of the road..excellent idea	
Shaun	Cornelius	Yes	This is great incremental improvement to an important cycling route. Massey Road is a very popular recreational cycling route and is also used for commuting. Because of the stunning location it has the potential to be an iconic wellington cycling route. I strongly support the proposed changes.	
David	Kettles	Yes	A great idea. Will completely open up the Miramar peninsular for recreation purposes - walking, cycling, use of the coast (fishing/swimming)and the tracks on Mt Crawford. And at minimal inconvenience to the local community with regards to the loss of the two-way drive as there are other more direct ways to access Seatoun.	
Rachael	Jagger	Yes	Additional signage should be put in place reminding motorists that cyclists have right of way when cars are turning.	
Kate	Riddell	Yes	I think this is a really valuable suggestion - as a resident of the eastern suburbs, we have long found the coastal walk beautiful but too dangerous for pedestrians as there is no reasonable space in many parts of the road, so this would be enable trialling of a potentially really effective longer-term solution. meanwhile the road is greatly impacted by roadworks anyway, there are no residences on the area propose to be shut off for two way traffic so there is minimal disruption on residences, and it is well known that the area is utilised by boy racers who pose an extra risk to pedestrians and residences alike. Can't see the downside but lots of upside that protects a beautiful space for nature and people alike	
Ella	Borrie	Yes	Fully support - looking forward to a lovely bike around the bays, especially with this section blocked off.	
Leon	Moriceau	Yes		

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Greg	Williams	Yes	I agree in principle with the changes. But note that as a cyclist who often bikes at 30km per hour on this route this may cause some issues for safety between. This is a popular cycle route for many cycle groups. There maybe issues with the shared pathway.	
Paula	Warren	Yes	This should be a permanent arrangement. I was involved in the Ciclovía events, running the rock pooling. Walking the coast with traffic to sort out where to do my part of the event, and before the road was closed, was a nightmare. It's a lovely piece of coast, but I wouldn't walk it again with the traffic there. The closed road was very popular, particularly by families with small children who couldn't yet ride in a straight line. We have few places where beginner cyclists can do a flat ride on a good surface without having to cope with traffic. I'm glad to see that you are putting the walkers next to the sea.	
Yvonne	Weeber	Yes	Excellent idea and please make it permanent. This is the route cyclist use and its so awesome that this is being proposed. I would also suggest no cars on this road in the weekend so its a really cycle and pedestrian friendly road.	
Liam	Harrison	Yes	Fantastic. Has it or is it now under consideration to put in permanent infrastructure for foot traffic along this section? Has been a popular walking/running area for a long time, but no path.	
Grant	Petherick	Yes	Make temp and perm please	
Tam	Cao	Yes		
Dean	Ford	Yes		
Byron	Camp	Yes		
Maria	Cassidy	Yes	It is a fantastic part of Wellington that I really enjoyed on my bike pre children - but not so keen to do with kids with cars on the road. We have always taken up the opportunity to go there with the kids when the council has had the family days and closed off the road. Also it will connect well with the widened road by the airport	
Ewan	MacMaster	Yes	I support this proposal. This route is used frequently for recreational cycling for local Wellingtonians, but is dangerous for cyclists as vehicles often pass very closely.	
Carl	Rein	Yes		
Allan	Wright	Yes	stop talking about it and do it	
Jacob	van Hulst	Yes	The more easily accessible cycling and walking facilities thee are promote a healthier and happier city.	

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Graeme	Speden	Yes	I strongly support the concept of closing one lane to traffic. I would support this as a permanent change. The route has very high amenity value for cycling and vehicle traffic is predominantly for sightseeing and does not require two lanes. I would more strongly support the closure to vehicles of the outer lane, rather than the inner lane as proposed. Most people on foot or bicycle will be travelling from Shelley Bay towards Scorching Bay. If they are in the inner lane and want to move to the harbour edge for a view, to rest, to fish etc they will have to cross in front of vehicles coming from behind their left shoulder, the most difficult direction in which to check. There is also a risk that people on bikes, in particular, will unthinkingly revert to the left lane out of habit. The outer lane also provides the most enjoyable trip for walking and cycling.	
Owain	John	Yes	I've only skimmed through the proposed changes so can't give a full detailed review, but overall we so desperately need increased cycle access and prioritisation in Wellington that I imagine that these proposed changes will be most beneficial. Good luck!	
Howard	Sly	Yes	Do it. Great idea. What do you have to lose. Its perfect for the area	
Marcelo	Fernandes	Yes	Sounds reasonable	
Rachel	Musther	Yes		
kris	bubendorfer	Yes	Excellent changes. Specifically I hope TR101-20 will continue long term, there is no need for this route to be 2 way.	
Chris	Rosser	Yes		
Nicolas	zilliox	Yes	I agree with this. It will resisted by those worried about car park loss, but the more difficult parking becomes in the central city, the more car park buildings will be used, the more public transport, the cable car, cycling, scootering and pedestrian travel is encouraged. It is obvious what is better for the city and humanity and personal health.	
Tony	O'Halloran	Yes	This is THE WAY forward for Wellington. This will allow us to get in and out from the city safely (both from cars and from COVID) and will set WLG out as a leader in the country. Great move!	
Catherine	Hay	Yes		
Kerry	Shaw	Yes	A great idea as will help with protecting penguin crossing the road to nest. Also be a much better experience for cyclist, walkers and people enjoying coast.	
Chris	Watson	Yes	Longer would be Better	
Kurt	Lenfesty	Yes	I hope this becomes permanent. Making cycling and pedestrian travel better will make Wellington a more enjoyable place to live.	
Don	Montgomery	Yes	Agree strongly with this, will make riding around the bays safer and more accessible. Make for a more pleasurable and safer experience for both cyclists and walker/joggers.	
Paula	Ryan	Yes	Great idea. This is a popular running and cycling route so will make it safer for everyone, and more pleasant.	
Hayden	O'Neill	Yes		
Abha	Sood	Yes	Biking along numerous bends with fast two lane traffic is challenging. Even as a pedestrian, one is shoved off the road by fast cars.	

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Amelia	Wilkins	Yes	People who drive cars should be considered guests in this space	
Dan	Sharpe	Yes		
Shaun	Rosier	Yes		
Olivia	L	Yes	I wholly support the conversion of one traffic lane into a two way shared pedestrian/cycling path. I personally think it will beautify the city and create a better atmosphere to be in. It would also be a great place if these changes become permanent, to hold running races and cycle races because of the view. And of course, it will help with social distancing measures and environmental matters.	
jenny	cossey	Yes	The sooner the better as I live in Strathmore and cycled around the peninsular every day in level four, no cars it was so safe.	
Jonathan	Markwick	Yes	Support this proposal, this will allow for safer slow cycling and walking around Massey Rd	
Babette	Griffiths	Yes	I think the changes will create a safe area for the public to enjoy bike rides and general recreational activities without the risk of being injured from vehicles. Such a beautiful reserve area to enjoy hiking and picnicking like I used to do as a child brought up in Miramar	
Fiona	Daniel	Yes	please consider drivers be on the OUTSIDE lane to access car parking along the lanes edge.	
Caroline	Shaw	Yes	I strongly support and will use this bike lane. This is the jewel in Wellington's crown and should be accessible to everyone (not just cars)	
Asher	Regan	Yes		
Fiona	Hayvice	Yes		
jeremy	macey	Yes	A very positive improvement which will make this stretch of coast inviting for walkers and cyclists and they can feel safe and enjoy the scenery. Something to consider on many of Wellington's narrow streets, and on those that are currently all one-way. Narrow two-way cycling/one-way driving streets are common in France. With the impacts of climate change it's good to test out what it looks like to diminish and eventually lose the ability to drive around coastal roads.	
Christina	Bell	Yes	Great idea!	
Natasha	Parker	Yes	I am a cyclist living in Brooklyn. I frequently commute down Ohiro Road to town but find the commute back up Ohiro Road to be problematic due to crossing from Victoria St to Aro to Ohiro. Your proposal provides a safer environment in which to use Brooklyn Road. It also works for my 13 year old who commutes to Wellington High School. He could cycle home safely up the road. My only concern is how the left turn onto Washington AVE will be handled. I know a cyclist who was hit by a left turning car at that intersection.	
BARBARA	DEAN	Yes	Great idea, families could safely enjoy this with kids riding bikes in a beautiful environment. One of the few roads in Wellington which are flat enough for kids to cycle. A 40km/h speed limit for cars should be imposed to ensure safety of walkers/cyclists on the SUP.	

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Jonathon	Exley	Yes	Fantastic. Please also do the same all the way around the peninsula.	
Simon	Barron	Yes		
Kath	Norman	Yes		
Mike	Nyland	Yes		
Stephen	Coppard	Yes		
Lisa	Horn	Yes	Safety is paramount for cyclists and walkers	
Jinna	Zwanikken	Yes		
John	Beaglehole	Yes	I support this proposal to an extent. A reduction of traffic in this area will make cycling there more pleasant. Even so, consideration might be given to targetting this initiative more. For instance, if this is aimed largely at cyclists who are less experienced (and one might presume this is the case, given that the proposal does not link to other cycling or walking priority zones), it could be appropriate to provide for these restrictions only during weekends, or weekends + evenings.	
Calum	Bradbury	Yes	This is a great idea, the road is too narrow for bikes and two way traffic. Should be permanent.	
Elliot	Blyth	Yes		
Walter	Somerville	Yes	I often run around the coast, and the lack of a walking way around the western side of the Miramar peninsula is glaringly obvious. Making the change from Shelly to Scorching bay will help with that. It is also popular with cyclists, and this will enable them and pedestrians to have more space.	
Craig	Spanhake	Yes		
Stuart	Macandrew	Yes	This would make a family friendly and safe flat cycle route. I fully support this proposal. This turns a road into a community recreational asset. This has no adverse impacts that I can ascertain - it is not a direct route to anywhere for drivers.	
Rachel	Hamilton-William	Yes		
Alexander	Barendregt	Yes		
Daniel	Roberts	Yes		
Mark	Fletcher	Yes	Being able to cycle safely from the city to Scorching Bay is a great prospect. I am wholly in support of providing more cycling and micro-mobility infrastructure in Wellington. It was recently reported that the number of new e-bikes and e-scooters imported into New Zealand has hit a new record high of 65,000 in 2019, according to figures from Statistics NZ. This is clear evidence that there is high demand for active transport and this is growing day by day. What is lacking in our towns and cities is safe infrastructure for people to travel in a healthy and sustainable way. These pop-up bike lanes are not only good for those cycling and scooting but also for people walking and driving. It means fewer cars on the road and pedestrians being more confident that they aren't going to be knocked over by someone on a scooter or bike. We need a connected active transport network that gives a great level of service if Wellington is going to fulfil its Long Term Plan aspirations of being a connected, people-centred, dynamic, eco-city and these are steps in the right direction. Thank you.	

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Lianne	Cox	Yes	This is already well used by cyclists, but I think this will encourage more less confident cyclist and families to use it. Great.	
Amelia	Vincent	Yes	I love the freedom and safety to use my bike more - keeping up habits started in lockdown!	
Mark	Sherlock	Yes		
Lenette	Breytenbach	Yes	I'm very pleased to hear that the local government is taking the COVID pandemic seriously and factoring in everyday risk factors in their decision making. Thank you for taking the time to make the city safer to move around, especially from the perspective of a disabled and immunocompromised individual.	
Anthony	Edmonds	Yes		
Philip	Wallace	Yes		
Merewyn	Groom	Yes	Hope it becomes permanent, please make Wellington more pedestrian and bike friendly	
Matthew	Spencer-Phillips	Yes	Cars do not really need to drive along this stretch of road as its not really connecting anything, and any cars that do need to drive it can still do so on the one lane. It will open up the peninsula for casual and training rides for all. I am very happy about this.	
Jayde	Flett	Yes	Anything that encourages pedestrianisation and active transport is amazing. It may be challenging to get buy in from drivers but on my trips around that area it has often been people 'going for a Sunday drive' this would simply limit it to one direction. I am for this, dependent on residents feedback. If the majority of residents oppose, I do not think this would be wise.	
Glenn	Henderson	Yes	Spend the money and do it properly.	
Raymond	Kemp	Yes		
Will	Moreland	Yes		
Rebecca	Cassie	Yes	Would be great if the shared walking bike path was separated for bikes & walkers. It's been so nice cycling along here without the traffic, but gets dangerous if we're having to dodge wide groups of walkers. Just some subtle separation would be tops.	
David	McGahan	Yes	Yes I support TR101-20. Some of the roads around Kau Bay and Fort Balance are narrow and motorists often speed close to cyclists, so it would be great if this were a permanent change@	
Sam	Gwynn	Yes	I believe that creating cycleways is a good way to make social distancing easier for cyclists and pedestrians.	
Ed	Bedwell	Yes		
Leslie	Alldridge	Yes	More bike lanes is better. As a driver I don't want to run anyone over.	
Joanne	Hamilton	Yes	Should have way more of these permanently. Bikes, scooters, skateboards need to be separated from walking as well. The volume of bikes, scooters, skateboards etc is to large to keep walkers safe but still needs to be strongly encouraged.	
David	Charlton	Yes		

Massey Road - TR101-20

Mary	Anderson	Yes	Earlier in the year EMPI suggested to Deputy Mayor Free that the Council investigate this as an option - as it had been considered in the past (October 2016) but not progressed. EMPI observed significant use of the Peninsula over lockdown and raised with the Council, the possibility of re-igniting the debate. We also posted a petition on your website. The feedback has been varied - ranging from high support to opposition. A number of issues have been raised which need to be considered. EMPI is very pleased that the Council is looking at this and looks forward to seeing the feedback, expert evaluation and other relevant information so that an informed decision can be made. A trial in response to Covid 19 is a good way to see how it might work in practice and highlight issues before making final decisions about the whole of Peninsula.	
David	Klein	Yes		
Chris	Elgar	Yes		
Simon	Gow	Yes	Any proposal to encourage safer riding in Wellington is welcome.	
Charlotte	Cawthorne	Yes	Yes! This would be amazing. It's a beauty spot and driving is currently prioritised but this urgently needs to be changed to prioritise walking and cycling. I loved cycling and walking around here when we were in lockdown because it was so quiet but now it's really busy and dangerous again so I won't be doing any more cycling :(
Mike	Mellor	Yes	Despite being part of the Great Harbour Way, this stretch of road is very substandard for both pedestrians and cyclists, and the proposal will improve that a lot. The link to Miramar Cutting (and thence the city via Cobham Drive and Evans Bay Pde) is very important, too, and this could be improved by trimming (but *not* removing) vegetation on the sea side of the road.	
Daniel	Clendon	Yes	I am very excited about this proposal. This could create a wonderful asset for Wellington, where whole families can safely cycle on a flat road near the sea. What a great opportunity.	
Ozzman	Symes-Hull	Yes		
Aileen	Campbell	Yes		
Adam	Cheney	Yes	Should be permanent.	
Mike	Harris	Yes		
John	Barber	Yes	Great idea and should be permanent.	
Alistair	Graham	Yes	I don't know exactly what a shared biking and walking path would look like but: I would like to see standalone biking lanes. I think biking/walking shared paths are extremely dangerous as I travel up to 50km/h on my bicycle. 30km/h on the flat.	
Garth	Bates	Yes	Such a good idea. Why hasn't this been done already?	
Aaron	Miller	Yes		
Michael	Peszynski	Yes		
Lyndsay	Mountfort	Yes		
Dan	Hunt	Yes	Good idea- however clear markings will go a long way. Would be good to have this extended to the end of Miramar wharf on the west (DEFINITELY), and Worser bay on the east (you could allow residents both ways on this side).	
graeme	Campbell	Yes	It should be permanent	

Massey Road - TR101-20				
Kain	Glensor	Yes		
Emma	von Veh	Yes	Great idea!	
Jessica	Emde	Yes		
Jess	Berentson-Shaw	Yes		
Faith	Roberts	Yes	This will be so good - please can it be permanent. The peninsular is a nightmare for cyclists and pedestrians in normal circumstances and its hopeless trying to maintain the physical distance!	
Gemma	Harrison	Yes	This is a good idea to trial	
Clea	Matthews	Yes	Generally in favour of bike lanes and anything that encourages active transport and fewer cars	
Pip	Bennett	Yes	Including a pop up lanes is a smart and safe idea for cyclists	
Delvina	Gorton	Yes	The large number of people, including families with young children, using this stretch of road show the demand for better allocation of public space to people wanting to walk and ride. There is a total lack of infrastructure for safe walking and cycling in what is a prime recreational area. Re-allocation of public space from cars to walking and cycling is fully supported, and should be made permanent.	
Tara	McDonough	Yes	I really love this idea, the stretch between Shelly Bay to Scorching Bay is stunning and motorists often do not pay as much attention to the road as they should. As such I have always been too concerned to cycle that route but with the proposed changes I feel myself and a lot of other people will embrace cycling and walking around the point.	
simon	Hales	Yes		
Russell	Silverwood	Yes	I love cycling around the Miramar peninsular and wholly support the introduction of a shared cycle/walking path and reducing traffic to one way. As the area will still be fully accessible by car so I believe the likely impact on business to be minimal.	
Joshua	Thurston	Yes	I strongly support this and consider it should be a permanent change.	
Fiona	Christie	Yes	This is a road that is well used by cyclists but as a two lane road with many blind corners it is potentially hazardous for a mix of users. It is a very scenic part of our city and would benefit from having a cycle only lane for recreational use for all ages. It would be great for families to enjoy.	
Peter	Skrzynski	Yes	Interesting concept that should encourage new recreational cyclists. Should be timed for summer. Concerns about one way traffic driving on "wrong" side of road.	
Ben	Zwartz	Yes	Although I don't use this route often, I like this idea as it mirrors how roads were used during lockdown - roads are for people!	
kirsten	Ashley	Yes	These look great. It will be safer to cycle and encourage more cycling in the city	
Evan	Harrison	Yes		
Micheline	Evans	Yes		

Massey Road - TR101-20

Andrew	Carman	Yes	At present motorists can enjoy the drive, but only at the expense of the enjoyment for everybody else. This proposal would allow cyclists and walkers to fully enjoy the route as well, and in safety. We would probably see many family groups walking and cycling there, as were evident during the lockdown - I see precious few there in normal times.	
Simon	Berke	Yes		
Tom	Butcher	Yes	Make these changes permanent	
Sam	Bridgman	Yes		
Phil	Barrenger	Yes		
Rachel	Healy	Yes		
Damian	Sligo-Green	Yes	I use it at least once a week at the moment and hate having to compete with car traffic both ways.	
Gina	Rembe	Yes		
Jeremy	Rose	Yes	One of the great delights of Covid 19 has been how it liberated this road for families on foot and bike. It was such a pleasure to ride around and see people out. This is what 21 century Wellington should look like.	
Peter	Barlow	Yes	I use the coastal road and totally agree needs to be enhanced to allow families to cycle in protected environment. Used by families with children on a regular basis during Alert 1 to 2 lockdown.	
Russel	Garlick	Yes		
Craig	MacLeod	Yes	I think this could be permanent. Low car traffic levels and just about the best riding in the city	
John	Parker	Yes		
Tass	Larsen	Yes		
Carl	Palmer	Yes	I generally support the notion that cyclists, particularly on commuter routes and on popular recreational stretches, be given at least, if not more priority than cars. This proposal makes sense to me, overall	
Ben	Sandle	Yes	Looks good, removing parking to give bikes more space is good move, it is flat area and more people use bikes when less traffic on roads, would also help giving people a safe connection through to Evans Bay cycle path. Loss of parking is not really an issue.	
Nick	Mouat	Yes		
Tristan	Thomas	Yes	Great!! The more focus on cycling and walking the better. These changes will be an asset to the community	
Sam	Pavan	Yes	I support any infrastructure that will: - make cycling safer for cyclists - increase the number of cyclists in Wellington - reduce the number of and convenience provided low occupancy motorized vehicles As we all observed during the COVID 19 lockdown. When we provide more public space for people and dedicate less space to motorized vehicles, the public has the confidence that they can use the space safely. I only wish that this was a permanent solution and not temporary. Let's be drivers of change, reduce our contribution to climate change and have a more active and healthy community.	
Favid	Gurr	Yes	Wonderful!	

Massey Road - TR101-20				
Antony	Foster	Yes	The Ciclovía series demonstrated that this area is incredibly popular when closed to cars.	
Erinna	Gilkison	Yes		
Mark	Coburn	Yes		
Julie	Moularde	Yes	Better cycling infrastructures is the best way to enable a more livable city (and healthier people!)	
Geraint	Scott	Yes	Always yes to better walking and cycling infrastructure	
Matt	Shipman	Yes	This would be an amazing thing for individuals and families wanting to access this beautiful part of Wellington and getting fit at the same time. This area lends itself to walking, wheeling and riding really well. Not having to worry about close passes would be amazing.	
D	S	Yes	Agree	
Jess	Cox	Yes		
Alice	Fage	Yes		
Lawrence	Ball	Yes		
Pablo	Gomes Ludermir	Yes		
Linda	McNabb	Yes	It would be nice for cyclists and pedestrians to safely access this route as it is not a main city thoroughfare.	
Christopher	Service	Yes	I am very much in favour of the project moving forward. I recommend it be accompanied by a low cost monitoring programme to measure travel flows before and after the change. I would also advocate for surveying public sentiment before and after xx months to measure a change in perception. This can be used as a case study for the region, regarding the impact and cost/benefit analysis for future proposals. NZ public sentiment regarding cycle lanes is rarely based on fact and the project presents an opportunity to provide an informed case study on the impact of re-appropriating what is a rarely used vehicle road to support a positive impact on the peninsula. My personal view is the benefits vastly outweigh the costs, and it will become a popular route among a wide social spectrum, from lyra clad die-hards to families with young children. Aside from the health and social benefits, this is likely to bring in an economic benefit for the cafes on either end. As a broader impact, the normalisation of multi-purpose roads helps break down the existing car vs cycle narrative that, in my view, stems from the two modes of transports (with vastly different speeds) being forced to share the same space).	
Angela	Rothwell	Yes		
Bridget	Cassie	Yes		
Joy	Baker	Yes	Yes - I think this is a common sense idea. Very unusual for Council!	
Kate	Appleton	Yes		
Robin	Fulton	Yes	At a time when people are reluctant to take public transportation and the number of people allowed on buses is relatively small, then we need to have safe alternative methods to get around the Wellington region, whether it be to work or other activities.	

Massey Road - TR101-20

Evan	McCarney	Yes	This is a great cycling route. It is difficult to properly pass other cyclists without nearly entering the oncoming traffic lane. This is compounded by blind corners and gale winds. A cycle lane would improve safety greatly.	
Regan	Dooley	Yes		
Perrine	Gilkison	Yes	I think will be a fantastic change to the Miramar peninsula and will make it a far more attractive leisure space for locals and tourists alike.	
Aaron	Baker	Yes		
Craig	Burt	Yes		
Kirsty	Smith	Yes		
Beth	Tillier	Yes		
Benjamin	Swale	Yes		
Teresa	Maguire	Yes	This would be fantastic. Many people have re-discovered the joys of cycling and walking along roads with no cars. Let's keep it going! Having attended several Ciclovía events in this area and seen the great turn out from families in particular, it would be wonderful to see this part of the Wellington coastline made safer and more accessible for cyclists and pedestrians. Will there be some sort of firm barrier in place between the cars and the pedestrian/cycle path? I presume it is two-way for cyclists and pedestrians. Great work!	
Tim	Jenkins	Yes	Great to see this. A great place for recreation in Wellington is currently only really accessible to people in cars or those on bikes who are confident enough to ride with the cars. Opening it upon for people to walk and less confident riders, including families and children, is a great idea.	
Sam	Bush	Yes		
Paul	Blaschke	Yes	This is a great proposal. It will greatly enhance the recreational experience and wellbeing of everyone by making walking and cycling around Massey Road a greatly enjoyable experience, without greatly detracting (if at all) from car use of one lane, thereby allowing access to people who are not able to walk or cycle. Starting the shared path north of Shelly Bay is excellent as it will allow full access to Shelly Bay and will be a big boost to businesses operating at Shelley Bay now and in the future. I presume there will be good drop-off arrangements at the start of the Massey Memorial path to allow good access for people who can't walk there, as well as some stopping points along the road for motorists to safely stop.	
Paul	Blaschke	Yes	Strongly support this proposal. It will greatly enhance recreational experiences for all visitors. Motorists and those who can't walk freely will still be able to enjoy the area as long as there are some stopping places including the bottom of the Massey Memorial path. Making the start of the shared path at Shelley Bay is important to allow full access there, and the shared path will be a benefit to businesses at Shelley Bay now and in the future. I hope this project will be implemented urgently.	

Massey Road - TR101-20

Vivienne	Ivory	Yes	It is such a beautiful route that is underused by walkers and cyclists because of vehicle speed. It was wo0seeing children being taken for rides out there during level 4 because it felt so much safer with very little traffic.I really like that the shared path will be on the seaside, it will connect people with the beautiful coastline and environment	
James	Burgess	Yes	I support these changes. The success of the Ciclovía event shows there's demand for better facilities for walking and biking around the peninsula. A pop-up shared path will give short-term benefits with improved opportunities for recreation, especially for families. It will also help test ideas for a future permanent improvement - whether it is a shared path like this or a no-through-road system that allows vehicles for access only with bollards at the mid-point.	
Isla	Stewart	Yes		
Bernard	O'Shaughnessy	Yes	I think it's good to have a trail, but frankly I want to see this implemented asap and permently. All our coastal areas are being eroded (climate change) as we should have a 'retreat policy' but meantime yes close the road except for walkers and bikes only. It would also fit in with a much better overall development plan of the Pensuliar. I aslo support all other pop up bake lanes.	
Claire	betridge	Yes	Love the idea of making this route easier for pedestrians and bikers to enjoy this coastline. I ride here regularly and would like others to feel comfortable both walking and riding here. My main concern here is that this is part of the classic "Round the bays" wellington cycling route for road cyclists (i'm not a "roadie" but know plenty) and they should be on the road rather than a shared path for this. It should therefore be made very clear to all, by signage, that road cyclists are expected to use the road and not the shared path. This is so that car drivers do not start yelling at road cyclists to use the cycle path. On their behalf I'd also say that they'd probably like the route to be open both ways to road cyclists so they can change direction when the wind changes, but I'm inclined to think that if they're road cyclists, they should just bike into the wind and pedal harder :-)	
Alex	Dyer	Yes	This will be fantastic. I sincerely hope this change is not temporary!	
Joane	Elleouet	Yes		
Jane	O'Shea	Yes	I support all efforts to make it easier and safer for people to walk and cycle around Wellington. Even if this means slowing down traffic or losing car parks.	
Stephen	Day	Yes	I especially love your proposal for a shared bike/walk path around the Miramar Peninsula. I run around there often with friends from my running club, jumping off the road to avoid cars every once in a while. Great idea. Thanks.	
Melanie	Vautier	Yes		
Simon	Harnden	Yes		
Benjamin	Bielski	Yes	Absolutely. There is nowhere to walk easily along there and cars (who are not doing anything bar going for a drive really if out there) zoom past you and are often trying to intimidate	

Massey Road - TR101-20

Abigail	Durrant	Yes		
James	Parsons	Yes	I love it! so much nicer to run and bike!	
Don	Stevens	Yes		
Rory	Lenihan-Ikin	Yes		
Amanda	Broughton	Yes		
Paul	Pascoe	Yes		
Emma	Bassett	Yes		
Mark	Moore	Yes		
Sophie	Yeoman	Yes	Strongly support - there should be a permanent bike lane here.	
Kristy	Udy	Yes	This is already a popular bike route and will provide a safer area for those less confident with riding on the road. I don't think it will adversely affect residents in the area, so am in favour of the change.	
Digby	Carter	Yes	Support proposed changes	
Tim	Jones	Yes	I support the creation of a path along Shelly Bay Road to provide for pedestrians and cyclists. My preference is always for the development of separated, safe routes for pedestrians and users of low-speed mobility devices on the one hand, and users of bikes and micromobility devices on the other - therefore, I am in general cautious about the proposed creation of shared paths. If such a shared path is developed, the design needs to make the safety of pedestrians and users of low-speed mobility devices a high priority. I'd like this path to be extended back to Miramar Cutting to make it easier for pedestrians to access: this will also allow better connection with the city via Cobham Drive and Evans Bay Parade. Overall, despite my reservations about shared paths, the proposal will substantially improve the current poor provision for pedestrians and cyclists.	
Sharon	Wray	Yes		
Amanda	Cunningham	Yes		
Linda	Beatson	Yes	This is a good proposal. The popularity of the Ciclovia events show the appetite for travelling on this route by foot, bike, with buggies and trikes. Currently this gem in Wellington's landscape is rather uncomfortable using any vehicle other than a car as it is a narrow verge and vehicles seem to travel at relatively high speeds for the conditions. This means that families and less confident riders are unlikely to use this resource in its current condition. Faster riders may still use the roadway in the clockwise direction. One other alternative is to restrict through traffic at Pt Halswell (the northernmost point)	
Eleanor	Jamieson	Yes	This is such an obvious change and will reinforce people's great round the peninsula biking experiences during lockdown.	
Ingo	Schommer	Yes	I'm running as well as cycling around there. Parts of Shelly Bay are so narrow that it felt dangerous even as a runner on the side of the road, let alone a cyclist which generally require a wide "buffer zone". This is a beautiful part of our coast line, there's no reason it needs to be a two way fast track focused at cars.	

Massey Road - TR101-20				
Mark	Johnston	Yes	Faster riders may still use the roadway in the clockwise direction, regardless of provision existing in the shared pathway. We support riders in their decision to do this depending on the volumes of other traffic on the shared path and the speed they are travelling at. This is a great proposal for less confident riders and families taking kids out for a ride. These riders and walkers and runners will welcome the increased amenity and safety from not having to walk, run or cycle along a narrow verge into oncoming traffic. Highly visible give way markings should be employed at all locations where motorised traffic is allowed to cross the shared path. The Ciclovía series proved that this area is incredibly popular when closed to cars – there were even some calls to consider more regular/permanent closures. One other alternative could be to restrict through traffic at Pt Halswell (the northernmost point)	
Chandima	Kulathilake	Yes		
Ellie	Pritchard	Yes	I am 100% for this, I would love to see more cycle lanes in and around Wellington - there are more bikes on the road now and we need all the help we can get to feel safe out there!	
James	Wratt	Yes		
Malcolm	Kerr	Yes		
Kimberley	Turrell	Yes		
Harry	Chapman	Yes		
Arron	Cox	Yes		
Colleen	Surridge	Yes	Definitely think one way for cars is a great idea and then separate lane for walkers/runners and bikers	
Alasdair	Saunders	Yes		
Nick	Horspool	Yes		
Natalie	Howell	Yes	This is a popular scenic route for cycling, walking and running. More space would make it more enjoyable for existing users and also encourage new users to get out and about. Last time I rode my bike around there it was congested with cars and bikes. I noticed that a dad was out riding with his young daughter. He was riding next to her so as to keep an eye on her, but there was not really space for this, and cars were getting held up. It would be nice if families could ride here more easily. There is currently limited space for runners. As this is a pop-up project, it is a good opportunity to experiment - if the change does not bring the benefits envisaged or causes traffic problems it can be reversed later. I support giving it a go!	
Tom	Barr	Yes		
Nicky	Boughtwood	Yes	Think this will be wonderful for families to get out and experience safe cycling and capitalise on gains in confidence made under lockdown.	
Brad	Wong	Yes		
Sam	Donald	Yes	Yes, this is great. It is obvious what is better for the city and humanity and personal health.	
Kieran	Martin	Yes		
Jessica	MacDonald	Yes	Agree with this. I think people will cycle both ways.	
Richard	Cuthbert	Yes		

Massey Road - TR101-20

Chris	Calvi-Freeman	Yes	I strongly support this scheme as a trial. (NB: Shelly Bay has just one e.)	
Chandra	Littlewood	Yes		
Brent	Robinson	Yes		
Carol	Stewart	Yes	Yes great idea to have a peaceful haven for bikes and pedestrians around this beautiful coast.	
Paul	Young	Yes	This will make for nicer recreational rides and walks. However I would place greatest priority on projects improving routes for people to get around on bikes for ordinary trips and commuting	
Benoit	Pette	Yes	I absolutely support this initiative as is, to provide a safe way for people to enjoy this unique place	
Graham	Haslehurst	Yes		
Peter	Cockrem	Yes	TR101-20 Shared Path to Scorching Bay on Miramar Peninsula I highly support this proposal and it would be a real asset for all of Wellington - wonderful for local residents of Miramar to get their Covid-19 socially-distanced exercise, and also something that Wellingtonians could come to enjoy from around the city, supporting local businesses at both ends. The views around the coast are amazing but it's a scary place to walk or cycle.	
Angela	Rothwell	Yes		
Harriet	Newson	Yes	Excellent idea. It is very popular with cyclists as a pretty and flat route around the bays. Would become more popular with the changes.	
ron	McGann	Yes		
Brett	Kennedy	Yes		
Michael	Lowe	Yes	Support the concept, however: •Vehicle speeds and design speeds need to be reduced also given safety issues with an unfamiliar new road layout of temporary nature i.e. installing surface mounted traffic calming devises at regular intervals. •Consider effects of increased traffic at the Karaka Bay end on pedestrians trying to cross existing intersections and Karaka Bay Road to access the beach. I.e. are more formalised crossing points needed.	There has already been a 30km/h speed limit introduced
Ellen	Blake - Living Streets	Yes	We support the creation of a path along Shelly Bay Road to provide for pedestrians and cyclists. We would prefer that there is a pedestrian-only path in this area, particularly as access to the beach is one of the most popular activities in this area. We note the traffic resolution states a 'shared zone' along Shelly Bay Road which includes all vehicles, instead it should be a shared path. We look forward to this path being extended back to Miramar cutting to make it easier for pedestrians to access.	
Elenor	West - Generation Zero	Yes	This is a popular cycling route, especially for leisure-users, and we support this plan to make it safer. Having a safe place to exercise while maintaining social distancing will benefit Wellington residents and encourage people to visit this beautiful part of the city.	

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Temporarily widen the footpath on the southern side of Stout Street. Relocate two mobility parks and motorcycle parking to nearby locations
Why we are proposing the change	<ul style="list-style-type: none"> To provide more space for pedestrians in response to Covid-19 social distancing guidelines.
Location – where we propose to make the change	<ul style="list-style-type: none"> Stout Street and Ballance Street, Wellington Central
Impact	<ul style="list-style-type: none"> Increased space for pedestrians to comply with Covid-19 social distancing guidelines. Temporary removal of 39 metered parking spaces on the south side of Stout Street. Temporary relocation of motorcycle parking and two mobility parks
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 15 May 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR102-20 – wider pedestrian route on east side
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form at www.wellington.govt.nz/haveyoursay</p> <p>For more information, or assistance you can contact us by email at trfeedback@wcc.govt.nz</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Friday 15 May 2020 and finishes 5.00pm Thursday 28 May 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 5 June 2020. The proposal will go to SPC Committee on Thursday 11 June 2020. If approved, the proposal will be installed within the next 3 months.

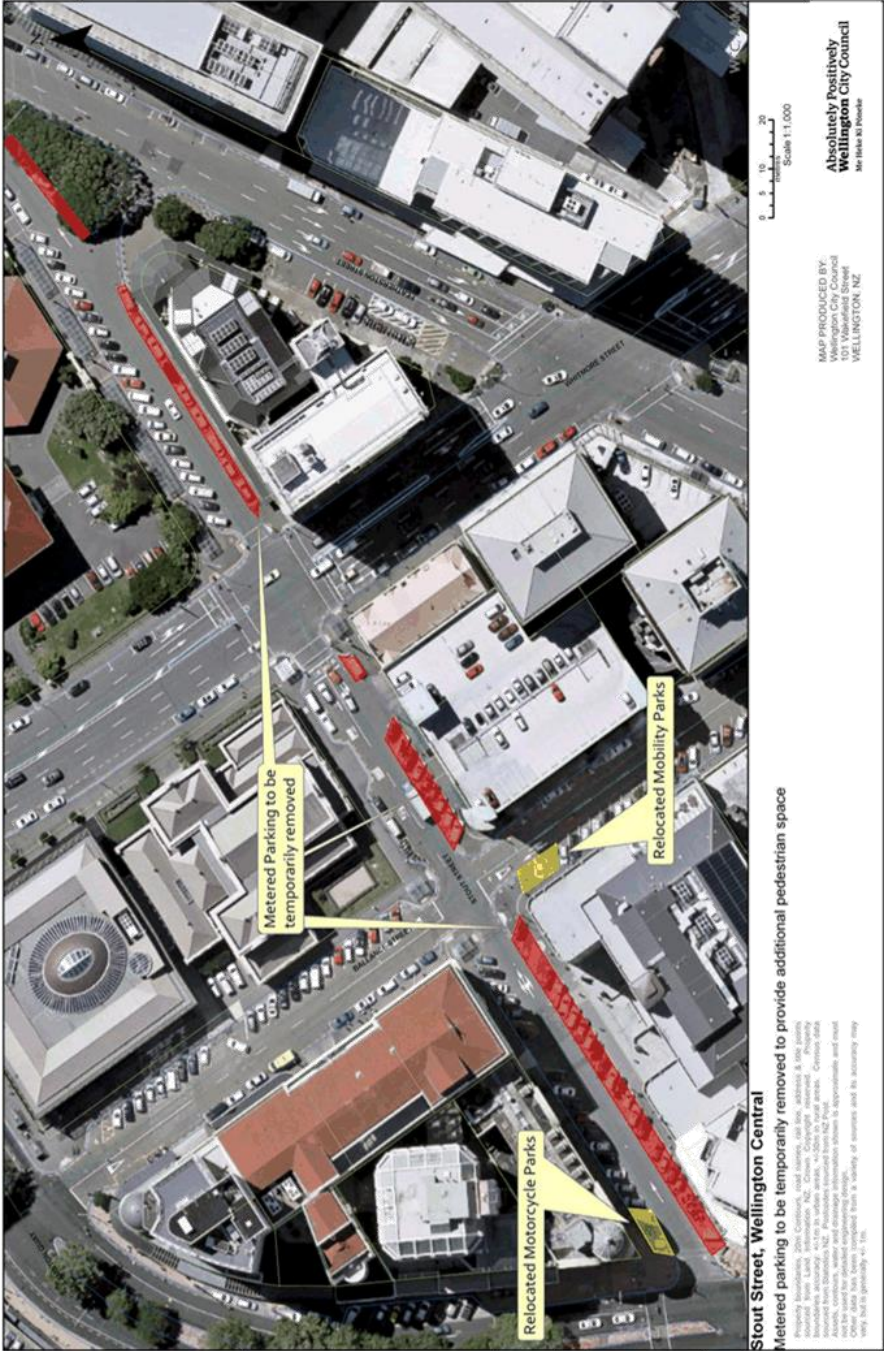
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Traffic Resolution Plan: TR102-20 Stout Street, Central City - wider pedestrian route on east side



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Legal Description:

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Stout Street	Motorcycle Parking, At All Times	Southeast side, following the kerbline 11 metres east of its intersection with Lambton Quay (Grid Coordinates X=2658761.066857 m, Y=5990200.13679 m) and extending in a north-easterly direction for 6.5 metres.

Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Stout Street	Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southeast side, following the kerbline 79.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 9 metres. (2 angle car parks)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, commencing 82.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction following the kerbline for 17.5 metres. (3 parallel carparks)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 17.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 20 metres. (6 angle car parks)

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Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 41.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 38 metres. (13 angle car parks)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 46.5 metres northeast of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 5.5 metres. (1 parallel carpark)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 9 metres east of its intersection with Ballance Street (Grid coordinates x= 1748824.6 m, y= 5428544.8 m), and extending in a north-easterly direction for 27 metres. (9 angle carparks)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 9 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction for 53.5 metres. (9 parallel carparks)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 15.5 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerbline for 12 metres. (2 parallel parking spaces)

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Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 43 metres east of its intersection with Ballance Street (Grid coordinates x= 1748819.4 m, y= 5428549.7 m), and extending in an easterly direction following the northern kerbline for 12 metres. (2 parallel parking spaces)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 79.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 9 metres. (2 angle car parks)
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerbline 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 43.5 metres. (13 angle carparks)
Ballance Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 34 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 29.5 metres. (10 angle carparks)

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Stout Street	Motorcycle Parking, At All Times	Northwest side, commencing 13.5 metres northeast of its intersection with Lambton Quay (Grid Coordinates x= 1748854.0 m, y= 5428479.4 m) and extending in a north-easterly direction for 10.5 metres.

We are proposing a change in your area

 Absolutely Positively
Wellington City Council
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Stout Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, commencing 24 metres northeast of its intersection with Lambton Quay (Grid Coordinates x= 1748854.0 m, y= 5428479.4 m) and extending in a north-easterly direction for 33 metres. (10 angle parks)
Ballance Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 34 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 20 metres. (7 angle carparks)
Ballance Street	Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, commencing 54 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748854.0 m, y= 5428479.4 m), and extending in a north-westerly direction following the kerbline for 9.5 metres. (2 angle carparks)

Prepared By: Alastair Helm **(Transport Engineer Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 4/06/2020

We are proposing a change in your area

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Wellington City Council
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A copy of the submissions and the Officer's responses can be found attached to the SPC Committee Report.

Stout Street - TR102-20

First Name:	Last Name:	Do you agree	Comments about TR102-20:	Officers Response
Gaye	Bergquist	No	This would be a waste of council monies, which would be better spent on drainage and water. We are also moving into winter and even your stoungest cyclist will drive their car to the cbd.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Tim	Henley	No	If people have already been confined to a train carriage and are about to be confined to an office space what is the point of creating extra space on an outdoor route which is scientifically the least likely place to catch Covid19	This proposal is a Covid response project and intended to give people more choice in how they get around as well as enabling social distancing.
Jamie	Jane	No		
Susan	Hall	No	Generally I dont understand what criteria WCC has applied to select these projects, they seem to be a bizarrely random bunch. Presumably part of the aim should be to assist people getting in to work in the city when there will be limited access to public transport because of social distancing requirements. This will also mean fewer people walking to and from the station and more people having to find another way to get to work (including cars). This in turn would suggest less need to cater for people walking from the station (but even if this is a concern, why just Stout St? Surely this would be a problem on many pavements?) and *not* taking away parking spaces. While it might be good to encourage people on to bikes, we are going in to winter, and cycling is not a realistic option for some.	A long list of projects were considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change. Stout St is heavily used by pedestrian moving between the railway station and the city. A project to increase space for pedestrians on Featherston St is also being considered.
A	O'Sullivan	No	Ridiculous pursuit of an agenda to solve a non existent problem. Can't believe the council is spending time, effort and money on such a waste unless it is to progress an agenda the ratepayers did not vote for. At the absolute minimum the council should tell us the cost and the impact especially of removing hundreds of car parking spaces. No wonder the council is becoming a laughing stock.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Nicola	Hawkins	No	Why are you wasting money on these initiatives? We have plenty of other more important things to think. Having lived overseas in large cities for over 20 years, Wellington doesn't have a traffic problem...	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. The projects are co funded by NZTA as Covid response projects. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

Stout Street - TR102-20

Blaire	Alder	No	Comolete waste of money, blatantly pushing your agenda under the guise of covid-19. No doubt these changes will mysteriously become permanent after the publics attention is diverted elsewhere, i.e. an ellection. You people are as transparent as a lump of concrete. If we can be trusted to walk behind someone at a safe distance, then why not next to someone?! Beggars belief. There is a million other things this money could be spent on that would be far more beneficial and productive. But hey, lets just blindly push an agemda through, not my money right?!	<p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing.</p> <p>The projects are co funded by NZTA as Covid response projects.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Michelle	McGuire	No	Removing MORE car parks? NO! Will this really be temporary? I doubt	<p>We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p> <p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.</p>
Ian	Anderson	No	I would only support this proposal if these temporary changes only last as long as Wellington is in level 2-4 lockdown. It is not clear from the proposal how long the temporary changes are intended to be in place. If the real intention is for these changes to be permanent then they shouldn't be classified as a temporary response to Covid-19.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
David	Stevens	No	I don't think this is necessary. When this street is busy - generally in the morning rush hour - almost all the people are walking in the same direction, and social distancing is easily achieved. It is not worth the disruption and removal of parking spaces for a short time - assuming you do genuinely mean Temporary!! By the time this can be implemented, it is very likely that social distancing restrictions will have been eased.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
T	Peters	No		
Josh	White	No	I don't agree, have you seen how many pedestrians use that street? I bet you havnt, very little use, this is a huge waste, You should be doing this from railway station all along Featherston street. Remove all left hand side car parks, widen the footpath, This is the busiest foot traffic street. And the whole railway station exit onto bunny is a mess too,	<p>Approximately 9,500 pedestrians use Stout Street under normal conditions.</p> <p>A project to increase space for pedestrians on Featherston St is also being considered.</p>
David	McNicholas	No		
J	McGee	No		

Stout Street - TR102-20

robert	douglas	No	I think the council should focus on important matter like - Reducing rates to zero for Wellington Business instead of increasing them to 5.2% - Getting car moving, for most road users, bikes and scooters are not an option of getting there kids to school or sports or picking up shopping. - Fixing the Bus problems - Get the library back and running properly I'm a cyclist, I have a electric scooter and I use the bus. This expenditure is not a priority in the scheme of things and using Corvid 19 to justify it is a complete joke.	<p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Lia	Moon	No	I am against anything that is proposed by or in any way supported by Julie Anne Genter and the Green Party as a cynical way to progress their agenda under emergency conditions. This proposal is not properly researched or thought out, nor is it necessary, and JAG and the Green Party will claim it as a victory when it will deliver nothing of value to the people of Wellington.	<p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Serge	Peeters	No	Does not make sense under Level 2, cost not justified for a temporary solution. Why is this an issue here but not on narrow walking tracks or mountain bike tracks.	<p>This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p>
Anthony	Yeo	No	1) waste of ratepayers' money. 2) we will move to level 1 soon 3) seems like a covert attempt to trial permanent cycle lanes	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine</p>
Sophie	Michot	No	Why does this temporary proposition sound like a permanent one? We are now at level 2 going to level 1 before the end of this consultation and far before the Council meets and review these propositions i.e. 11th of June. Is it a way for the Council to do work that it had envisaged without paying the main cost burden (90 percent funded by Waka Kotahi NZ Transport Agency's Innovating Streets Fund)? How much money is going into a temporary action? This public consultation so late in the Covid 19 handling of the crisis is quite baffling.	<p>These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine</p> <p>This project has a budget of \$50,000.</p>

Stout Street - TR102-20

Gareth	Morgan	No	I don't believe this is necessary and WCC should restrict unnecessary spending as rates affordability is causing substantial mental and financial stress for ratepayers currently. This will be a very visible example of wasteful spending if it goes ahead.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.
Graeme	Sugden	No	Load of rubbish. Presumably car parks will disappear. There are so few car parks now and this make sit worse. Apart from that there is evidence already that there are less people returning to offices so what is the problem? In my view there is no problem	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Nathan	Meyer	No	Absolute waste and underhand tactics.Look at Ringotai rd cycle way never used!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. social distancing.
Phillip	Bolton	No	This appears to be way of installing wider paths to the detriment of parking. By the time they are completed it is likely that social distancing will be to a point that these are not required. There is no guarantee they will be removed	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. The scheme will be in place as long as safe distancing is, or could be required – until there is a vaccine. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enables social distancing. These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Duncan	Domett	No	Why are u doing this now The less disruption the better after what we have just been thru !	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Digby	Paape	No	Citizens are scared of public transport, now, and for a long time to come. They are reverting to cars. More cars on the road mean MORE parks are required and road room.This move of the council has unintended consequences, which are more traffic congestion, slower commuting times, and the need to park further and further from the CBD. There will be a few switching to cycles until wintertime. They are young, fit, don't shop, or have children. FYI. None of the changes affect me personally.	The removal of car parks is required to provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. While the number of cyclists drop during winter months there are still people who choose to cycle during winter that need these facilities to keep them safe.
Mee Moi	Edgar	No	Terrible idea. Our risk for catching COVID-19 outdoors is minimal (~1% to 4% apparently). I'd rather central government give the money towards our water and sewage pipes.	The temporary removal of car parks provide the necessary space to implement the project. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.

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Guido	Seevens	No	There is absolutely no need to widen the footpaths. Pedestrian and cycle traffic in wellington is very much reduced. To be removing this many car parks, mobility spaces and motorcycle spaces under the guise of "Social Distancing" is ridiculous. Once the volumes of pedestrian traffic return to Wellington due to the alert levels dropping, we will also not need to social distance anymore. Utter waste of money and resources that could be spent elsewhere	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine
dfgs	rg	No		
Tom	Law	No	1. These are perported to be temporary arrangements required by additional foot and cycle traffic as a result of covid 19. As New Zealand is now in level 2 heading toward level 1 and out of all levels, I question whether the need for this will continue to be needed. 2. In the light of other financial commitments (particularly the high costs of infrastructure water, sewerage, etc) I am not convinced that expenditure on this proposal can be justified. 3. Expenditure on existing initiatives re cycleways (Island Bay) need to be completed first.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Erin	Pearce	No	First, the worst of the Covid-19 related restrictions will be over by the time this plan is due to take effect. Second, it seems like a waste of money at a time when we are likely to be charged more for council fees that are already pretty darn high. Third, taking away parking spaces in such volumes in a fairly busy area will just cause issues as people compensate for the lack of spaces in narrow and crowded side streets that are already excessively crowded.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. The temporary removal of car parks provide the necessary space to implement the project.
Virginia	Saffioti	No	I am concerned as a ratepayer that we are losing more and more valuable car parking spaces to cyclists who somehow seem to have endless concessions made for their hobby. Lots of others enjoy these areas and there is ample space for cyclists on the road. I would not be happy to see any ratepayer funds going towards these projects when our city's infrastructure is crumbling	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
andy	economous	No	Firstly I oppose your planned changes.Its a shame that people we should trust end up in power with the ability to have a change on peoples lives and livelihoods.The notice given is way to short to have a proper response by the public to the said proposal.Temporary or not or the use of covid19 excuse is deplorable but a sneaky way to introduce changes. Parking is of premium and your removal of them is deplorable to say the least and for what?? cycle lanes for 4% of the Wellington population. Shame on you all and double shame for wanting to spend our hard earned money in times of crisis	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. s these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed.</p>
Julia	Burgess	No		
Dean	Ford	No		
Shayne	Mcclure	No		

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Graham	Ashworth	No	Have you gone completely mad? How does social distancing in an outdoor recreational activity limit the spread of Covid-19 when there is no community transfer. This is a total waste of ratepayers money	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Jakob	Paul	No		
Aneesha	Budhia	No		
Lily	Gatland-Griffin	No		
andronicos	economous	No	I totally object to the said proposed changes.It will penalize indirectly citizens lively-hood	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. These temporary changes align well with many of our city and regional strategies, policies and goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change.
Grant	Young	No	Strongly disagree to these pop up changes when we have ZERO cases of Covid in Wellington. I am an avid cyclist and don't need stupid wider cycle lanes and footpaths when the current roads and footpaths are perfectly adequate when used with some commonsense. Spend WCC time & money on issues that will help business & individuals keep jobs not pander to the paranoid who can't walk/ride past someone for 2 seconds without fear.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Baha	Mabruk	No		
Mark	Sherlock	No		
Johnny	Curtis	No		
Kathryn	Rush	No	council needs income from parking at the moment more than ever. wellingtonians are quite capable of walking slightly slower to get to work to space out if that even remains a requirement from next week.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. The removal of car parks is required to provide the necessary space to implement the project. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
andy	economous	No	I oppose the proposed changes as a proper evaluation has not been permitted due to wcc short notification.The wcc cannot arbitrarily have the right to remove my ability to earn my income and then demand that I pay for the privilege through rates. Shame on you wcc	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.

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Tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable. Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
tina	economous	No	I oppose the said changes based on the simple fact that proper consultation of the residents and businesses who will be directly affected were not given adequate notice to lodge their complaints. In such a life changing proposition 2 weeks is not acceptable. Will the wcc compensate all incomes lost to this preposterous suggestion??? shame on you wcc, while the govt is assisting businesses you decide to choke them	As these are temporary Covid-19 response projects, we have balanced the desire to provide people with some opportunity to provide initial feedback with the need to get them in place as quickly as possible. We will be using temporary materials that can be e community informed. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Marina	Stevenson	No	Tired of the council catering to the cycling group, send our rates on things that will make a difference to the majority. Just sick of council pandering.	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Warwick	Henderson	No	In the inner CBD, where parking is already at a premium, it is absurd to propose removing parking capacity for the sake of a few cyclists. Furthermore parking revenue will be lost and the shortfall passed on to ratepayers. Pop-up cycleways are not a welcome addition to our city. With winter coming fewer people will take their bikes and will prefer to sit in a warm, comfortable car on their way to work rather than get soaked and cold. The COVID-19 argument is as weak as they come. Meanwhile the existing cycleways we have are ignored by many cyclists. If WCC proceeds with pop-up cycleways, will the council enforce their use by cyclists?	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Kelly	Gray	No	Cyclists tend to cause far more issues when they are given something like a cycle way. They say the cycle ways are not maintained and they choose to ride in the car lane causing traffic to slow. They also refuse to obey the traffic laws and not signal when turning or give way to motor vehicles. They take their own life in their hands when they ignore the safe option. The cars should have room. Taking away any further toad means cars cannot provide the safety of 2m distance the cyclists demand	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Christina	Billing	No	As a Kilbirnie resident, cyclist and Green and Labour voter I ABSOLUTELY DEPLORE YOU for suggesting these completely unnecessary changes which are both expensive and hazardous to our community!!! The current cycle lanes imposed on Rongotai Road are NOT USED and are a complete HAZARD to drivers and cyclists!!! I am afraid to use them as a cyclist and afraid of killing someone as a driver! Not to mention this is the WORST USE of taxpayer money in	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Nik	Artemiev	No	Waste of good money - we don't need it because the country is almost at Covid alert level 1	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine

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Elizabeth	Carson	No	These proposals are another example of where our City Council is spending all of their energy and funding. It's clearly a backdoor way for the Council to implement "temporary" changes which will ultimately become permanent. As a long term rate payer I am distressed and appalled at how the City Council has been managed over these last five years and am fed up with the focus being on cyclists (who are in the great minority) and not on the wider issues we are facing - busted water pipes, earthquake strengthening projects that are languishing due to bureaucratic fallout, increasing congestion at pinch points around Wellington (especially the Basin Reserve and Kilbirnie Park/Evans Bay), the unconsented Concrete Crushing Plant on Kaiwharawhara Point, an Events Centre which has been continually delayed with infighting and egos and the lack of progress with supporting local business and our local economy and poor road/footpath conditions. Notwithstanding our Government funding for major roadworks has been allocated to other councils as we can't make any decisions. I am a huge supporter of being healthy and ride a bike myself. I am not, however, a huge supporter of spending millions on unnecessary bike paths that are never used or policed (Hutt Road is a shining example of how we've spent millions, affected businesses and still have to battle with cyclists on the road!). I am not a supporter in anyway of creating more cycle ways until such time as our other major projects are addressed. It is a continual frustration to see buildings closed down for years (Old Town Hall, Gordon Wilson Building, Library - the list goes on!) and no one can make a decision. It's all infighting and appealing to the minority's wishes. We have so many more issues than whether our cyclists can get to work! With winter looming - there will be less cyclists and pedestrians. We don't	<p>The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.</p> <p>These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine</p> <p>These temporary changes align well with many of our city and regional goals, including the plan to move more people with fewer vehicles and reduce emissions that cause climate change</p>
Bruce	Welsh	No	This area provides useful casual parking close to the government centre. The loss of these 39 parking spaces will put a lot of pressure on surrounding streets with people looking for parking.	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Ian	Picken	No	The change is identified as temporary, but there does not appear a mechanism to change it back once it is not required. Before confirming the change, there should be an agreed stage at which the measures can be reverted back as they are. Otherwise this will be seen as a permanent change being sold under false pretences. There should be no further consultation or approval required to revert the changes to their original layout.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Lynette	Simpson	No	Please don't do it. Parking is so important for business that needs our support at this time. We need to think of cars that are needed in our city. Public transport just doesn't work for many	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Lucy	Sykes	No	Stop wasting time and money on unnecessary crap. You need to think about how many people will benefit from the proposed changes versus those who will be negatively impacted (the hundreds of drivers and the retail store operators). You need to focus on productivity and income generation for the greater group. And the women doing caregiver duties helping out elderly parents and parents in law can hardly put them in the back of a bike to take them shopping. They need somewhere to park. Just stop wasting our rates on stupid work that doesn't benefit the majority of ratepayers. You have too many other things you NEED to spend the money on. Like water and wastewater infrastructure. And I don't care if NZTA would fund a good chunk of these works. They are pointless and counterproductive.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
terry	peters	No	This will not be required as winter sets in. Why is there not date for these "temp" changes to revert back to normal? This council is not trusted by the community.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Tim	Parker	No	We need these parks to bring business back to the cbd.	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
John	Olver	No	There are no physical distancing requirements in level 1 of the Covid levels. Therefore the objectives of this proposal are no longer required as by the time this is implemented they will no longer be needed. Also there are no end dates for these changes which are required if, as the proposal suggests, they are temporary. Also the benefits of the proposal have not been quantified in any way or supported by any research. Also no mention has been made of any mitigation of the loss of parking for the local communities.	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses. These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
patricia	Cooney	No		
Andrea	Skews	No	Stop pushing thru cycle ways without any public engagement with the local communities. These changes affect lives along with health and safety of our communities. Our streets are not wide enough for these proposals and this type of railroading through cycle lobby group's demands is completely unacceptable and impractical in a city with such narrow streets as Wellington.	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Paula	Reidy	No	There are much larger issues the Council should be spending taxpayer money on. Fix those urgent problems before worrying about cyclists. Let cyclists continue to ride as they are. It is up to them how they distance themselves.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing.
Nicole	Prince	No	Lack of public consultation and WCC has a proven history of pushing through cycle lanes etc that are not wanted or needed, especially given many businesses are giving the directive to staff to continue to work from home to allow for social distancing in the work place.	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.

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Samantha	Crawshay	No	It is not necessary you are a bit late off the mark. Good to keep up your sleeve in case of reemergence. You do not need to make this change. I do not like the wording that this is for covid and at the end you "might" return to original state.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Tayla	Varcoe	No	This is highly unnecessary. People are back to work so why risk affecting the carriageway?	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Andrew	Witham	No	Waste of money. It's too cold, wet, windy and hilly for bicycles to be a mainstream form of transport. Hardly anybody cycles in Wellington. Have you learnt nothing from the Island Bay debarcle? I don't want want my rates wasted on this.	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Lynne	Barr	No	Not Required	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Frances	Pearson	No		
Simeon	Copsey	No	Not required. A vanity project. Direct ratepayers money to upgrading the underground water and waste infrastructure.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing
Paula	Muollo	No	We need to appropriate funds to a better use than wasting money at a time like this it's absurd	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing
Linda	McNabb	No	This is a main city and parking area - it is already difficult to find parking in Wellington city - people will just start going to Porirua instead where there is plenty of car parking available. Due to earthquake Reading centre lost with hundreds of car parks. I tried to park in the city on Saturday and gave up and went to Porirua instead, extra mileage but well worth it.	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.
Jim	Wana	No	There are no active covid cases in Wellington and no cases for over 60+ days in wellington. No one in hospital due to covid in New Zealand. This is madness. It's ok to send our kids to school but work from home? PC gone mad in my view.	These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Philip	Humphrey	No	If you are intending wider pavements for social distancing reasons, just stop. This is preposterous. Prioritise funds where they are needed. Put traffic cones up if you must!	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep cyclists and pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Jeremy	Hewitt	No	The removal of a substantial number of parking spaces when so many parking opportunities have been lost in the recent years seriously compromises the commercial viability of Wellington's CBD. The proposal advantages a small number at the expense of the vast majority of residents. It particularly disadvantages the rights of access of the elderly and disabled, who are entitled to equal use of public amenity. The proposal will further impact on businesses in the locality who are already struggling to survive in the current circumstances.	The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.

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Mark	Hay	No	The changes are completely unnecessary (there are even less cyclists on the road than normal, putting aside the fact that biking will reduce during the colder months), will greatly increase vehicular traffic congestion for no good reason, and are a total waste of taxpayer money.	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Alan	Nelson	No		
Oliver	Martin	No		
Sefton	Bates	No	1) I do not believe that temporary footpath projects are an effective use of WCC resources at a time when we all are heading into a time of global financial crisis. Projects with a temporary benefit should not receive priority over projects that are critical infrastructure (namely water and sewer) or that bring direct measurable economic benefits. The economic benefits of temporary footpath projects are neither direct nor measurable in any meaningful way. 2) I believe that the removal of 39 metered parking spaces is going to have negative economic impacts for the Wellington CBD. Not only is there the direct loss of income from the lack of metered spaces, but the further reduction of available parking in the CBD is going to harm retailers who are already struggling to get consumers in post-Level4 COVID lockdown. 3) I believe that the opportunity to have any benefit from this temporary footpath project has been missed. At the current rate of progression, it is extremely unlikely that this temporary footpath project will be in place before New Zealand moves out of COVID-19 Level Two. Furthermore, the existing footpath in this area is not significantly narrower than surrounding areas. 4) I believe that WCC is attempting to make permanent infrastructure changes under the guise of being temporary both to deceive Wellington Residents and Ratepayers (who may otherwise object to permanent changes) and to use cheaper methods of construction (that would be otherwise unsuitable for long term use). No time frame has been given for the roll-out of these changes and no time frame has been given for how long these 'temporary' projects will last.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Bobbie	Meyer	No	As a long time resident, I am fed up with the huge money spent on cycle ways	This proposal is to provide additional pedestrian space on a busy route between the railway station and the city as a Covid response project to give people more choice in how they get around and enable social distancing.
Michelle	Spiers	No	The entire idea of temporary street changes in response to Covid-19 is ludicrous. This is not New York; these roads are never full of pedestrians and cyclists, except in organised marathon/running events when the roads are closed. If people need to social distance they can merely move around the subject in their way. To spend rate payers funds in this declining economic climate on such changes is criminal. The government have sent our children back to school and say we can meet in restaurants and groups of up to 100 people (although it is noted civil servants are not back to work, in town supporting the city) so these distancing measures are clearly not required. Utter madness. Baseless and irresponsible use of rate payer's funds.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine.

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Robert	Poole	No	Given the lack of any active cases in the southern end of the North Island and the likelihood that physical distancing restrictions are to be eased soon, I see these temporary changes as a waste of money.	These Covid-19-related street changes are temporary. They will be in place as long as safe distancing is, or might be required – until there is a vaccine
James	Malcolm	No		
Tony	Randle	No	The WCC has proposed several traffic Resolutions: 1.Install 1,579 metres of temporary cycle lane along the east side of Evans Bay Parade. 2.Install a 1,200 metre temporary uphill cycle lane on Brooklyn Road between Willis Street and Ohiro Road 3.Install 900 metres of temporary cycle lanes on either side of Onepu Road between Rongotai Road and Leonie Gill Pathway 4.Convert one traffic lane to a two way shared pedestrian/ cycling path by installing a 3,000 metre one-way vehicle restriction on Massey Road starting from its intersection with Shelly Bay Road to approximately 220 metres north east of its intersection with Karaka Bay Road (at the eastern point of the on-road angle parking bays) and also Prohibit vehicles from travelling from Scorching Bay to Shelley Bay (in the north, west and south direction) 5.Temporarily widen the footpath on the southern side of Stout Street and also Relocate two mobility parks and motorcycle parking to nearby locations The justification for these changes is "To provide more space for walking and biking in response to Covid-19 social distancing guidelines." The JCA supports WCC responses to support the social distancing guidelines under the Covid-19 lockdown emergency. It is important the measures are taken to ensure residents are kept safe. However, the JCA opposes these "temporary" changes being undertaken under the legal framework of Traffic Resolutions and therefor opposes all these Traffic Resolutions. The concern of the JCA is that the WCC is making legally permanent roading changes under the justification of supporting temporary Covid-19 health measures. There is no information on whether these changes are justified in terms permanent improvements to transport and accessibility. That these changes are permanent is supported in that the traffic resolutions do not contain any information on how	For these proposed restrictions to be legally enforceable they must follow the Traffic Resolution process. You are correct that legally the traffic resolutions do not have an 'expiry date' as such however as communicated in the Traffic Resolution process, Council intends for these to be temporary - They will be in place as long as safe distancing is, or might be required – until there is a vaccine No one knows exactly how long that will be. Once the decision is made to remove the temporary installations, this will be carried out via the Traffic Resolution process.
Marc	Hill	No	Not needed. Social distancing is easily managed especially as its now established contagion happens in confined indoor spaces. Total waste of money especially considering loss of income to businesses a d council financial situation	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. This project is co funded by NZTA as a Covid response project to give people more choice in how they get around and enable social distancing. It will be in place as long as safe distancing is, or could be required – until there is a vaccine.
Allanah	Barr	No	Unnecessary, traffic flow is already frustrating enough.	The proposal is being implemented as a low cost scheme requiring the minimum of installation to keep pedestrians safe. Parking will be removed to provide the space for pedestrians so there will be no impact on general traffic movement.
Josh	Tan	No	I have submitted the Wellington Chamber of Commerce submission regarding TR102-20 via email to trfeedback@wcc.govt.nz. Thank you	
Johanna	Carter	No	Where is the cost benefit analysis what will this do to our rates	The removal of car parking will result in around \$26K loss in parking revenue per month. This equates to a 0.1% rates increase.
Nigel	Solomon	No		

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John	Milford - Wellington Chamber of Commerce	No	Conclusion - due to the lack of informatio, the Chamber does not believe the Council has thoroughly considered the economic impact of this project may have on the surrounding area. Therefore the Chamber opposes traffic resolution TR 102-20. We simply do not have a clear pictue of the implications of this project. We agree that more needs to be done to ensure Wellingtonians are safe when commuting, but we must be practical in how we respond to both the health and economic crisis, equally. This submission also serves to highlight a long-standing concern of the Chamber and its members. Parking Wellington's CBD continues to be an issue. The lack of car parks, the loss of major car parking buildings, and the pressue from some groups to remove more street parking. All while the city's public transport system issues have not been sovled and we are managing through a public health crisis that requires us to keep our distance from others. The Chamber will not support the removval of any car parks until the Council has a CBD-wide strategy to mitigate any concerns residents and businesses may have, and take satisfactory steps to address the current shortage of car parks in the city. The Chamber remains ready to assist the Council with its parkign strategy and looks forward to continuing the discussion with Wellington's business community in mind.	<p>A long list of projects were considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>The removal of car parks is required to provide the necessary space to implement the project. We acknowledge the removal of car parking will be a concern for some, but we also know from a lot of research around the world that removing car parks for bike lanes and widening footpaths generally does not have a negative effect on retail and hospitality businesses.</p>
Geordie	Cassin - AA	No	This submission is made by the Wellington District Council of the NZ Automobile Association (NZAA). The NZAA has over 200,000 members in its Wellington District. 2. The Wellington District Council of the Automobile Association has discussed the proposed temporary widening of the footpath on Stout Street. We are supportive of considering whether a wide footpath is necessary. However, we also consider that the process for this widening needs to be evidence based and carried out in a thorough and inclusive manner. 3. In summary we have a number of concerns which we consider need addressing: 4. The proposal lacks detail and gives the impression of being rushed. The 14-day consultation period is too short with insufficient time for us to consult our members. 5. The proposal is for a widening of the footpath on the east side of the road. There is no mention of how long "temporary" is. We consider this widening should be subject to review after a short period e.g. 3 months. 6. We do not support the removal of 39 parking spaces in this area. MBIE and the District Court are located in Stout Street and it's important that sufficient parking is available for visitors to both these large government departments. 7. We understand that no design work has been done on this proposal. We would like to be consulted during the design process and would expect a safety audit to be completed on the design before any construction works commence. 8. The change is proposed to provide more space in response to Covid-19 social distancing guidelines. Also, as we are about to move into Covid Level 1 in June we question whether footpath widening is needed at all for social distancing. Especially with so many people now working from home on a semi-permanent basis.	<p>A long list of projects were considered and a shortlist derived based on a number of factors including risk, buildability and alignment with long term strategic objectives. The projects were chosen on their ability to be implemented quickly and cost effectively, provide benefit to cyclist and pedestrians in meeting social distancing guidelines and in line with our city and regional goals to move more people with fewer vehicles and reduce emissions that cause climate change.</p> <p>These Covid-19-related street changes are temporary and designed to give people more choice in how they get around and enable social distancing. They will be in place as long as safe distancing is, or could be required – until there is a vaccine. We will be monitoring the schemes and using temporary materials that can be easily removed – so we can trial, monitor and test things once they are in place. If things don't work – or we need to adapt because things change – we'll be able to quickly and cost effectively alter the designs based on feedback from users, businesses, the community and organisations such as yours. .</p>

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Lucy	Stewart	Yes	Being familiar with the number of people moving through the CBD in the morning, this is absolutely necessary to allow any social distancing at all during rush hour.	
Simon	Vita	Yes		
Craig	Stevens	Yes	Yes... great idea..I Support minimising car options in town.	
Arran	Whiteford	Yes	Any moves to widen footpaths for social distancing are wise.	
Karen	Jenkinson	Yes	Sensible idea - fully support	
Finnigan	Illsley-Kemp	Yes		
S	R	Yes		
Laura	Christie	Yes		
Duncan	Kenderdine	Yes		
Celia	McAlpine	Yes	Please do some more temporary protected bike lanes than just these!! Some more in town would be great too	
Kaye	Foran	Yes	Much safer than tackling Featherston St. Safe way of connecting through to Railway Station not clear on map?	
armando	Velazquez	Yes		
Nicci	Wood	Yes	I agree, and can't see why it can't be a permanent fix.	
Carolyn	Shivanandan	Yes		
Andrew	Bartlett	Yes	Extra pedestrian space sounds like a great idea!	
Annie	Yeates	Yes		
Libby	Callander	Yes		
Dan	Addington	Yes		
Jacob	Jolley	Yes	I'm fully in support of these changes, the only thing better would if it were permanent. Walking down stout street from the train station can be quite busy, and extending the footpath here would be great for allowing people social distancing. Maybe even expanding the motorcycle park further, as there are a lot of people who complaint that there isn't enough them?	
Catherine	Bisley	Yes		
Katie	Stevens	Yes	I think you should close Stout St completely. I am an employee at MBiE and we are being asked to use only the front entrance (stout st) meaning there is likely to be additional congestion in that area.	
Russell	Tregonning	Yes	Excellent	
David	Spencer	Yes		
Lauren	Kelly	Yes		
Dean	Knight	Yes	I support the wider footpath, especially alongside the law school. However, I suggest the Council go further and consider pedestrianising all of Stout Street beside the law school and, in lieu, converting one southern lane of traffic and/or parking bays on Featherston Street into a new northern lane.	
Ian	Miller	Yes	Safer streets with separation of pedestrians. Sounds good.	
Corrina	Connor	Yes		
Joseph	Shannon	Yes		
Clara	Cantal	Yes	This will enable pedestrians to keep the 2m distance.	
Nikolaos (Nik)	Zahariadis	Yes	Needed.	
Patrick	Wilkes	Yes	This seems like the bare minimum around making it easier for people to keep their distance while walking to and from the train station. Where are all the other changes like this? What about all of Wellington's other narrow footpaths.	

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Nigel	Hefford	Yes	We need to encourage people to walk to their workplaces from the train terminus.
Jonathan	Coppard	Yes	I don't think this proposal goes far enough. WCC should make this space pedestrian and cyclist only to provide adequate space for travel between Lambton Quay and Thorndon Quay and the Railway Station. Given the pedestrian traffic that uses this route in rush hour, even the extended space may not be adequate to allow proper social distancing.
Ben	Nistor	Yes	
Kat	Saunders	Yes	As a keen cyclist who moved to Wellington from Auckland one year ago, this is excellent news. Wellington city is lagging behind with providing safe cycleways. I have found cycling in Wellington to be unsafe and I have stopped riding so often. I support all new cycleway proposals and hope they can be made permanent.
Sofia	Robinson	Yes	
Mark	Higham	Yes	
Neil	Beckett	Yes	Feeling unsafe is a key factor preventing people from cycling for pleasure or to commute. Worth trying.
Aneesha	Budhia	Yes	
Andrea	Black	Yes	
Martin	Hefford	Yes	Great idea. Will improve health and wellbeing.
Mark	Johnston	Yes	This is a sensible approach to physical distancing, perhaps the new layout could be adopted at least in part to make the walk along Stout St more pleasant for rail and bus commuters.
Sarah	Campin-Fordham	Yes	
Celia	Wade-Brown	Yes	More space on his busy route is a good thing. We would welcome analysis of whether seats are needed for frailer people walking to/from the railway station too.
David	Karl	Yes	
Lewis	Ellison	Yes	
Shane	Sinclair	Yes	
Rhiannon	Bertaud-Gandar	Yes	I support any resolutions that make the city more friendly for cycling and walking.
Daniel	Neely	Yes	Fully support it!
Igor	Albornett	Yes	great!
Valerie	Townsend	Yes	Excellent idea. It is a busy pavement at the end of the day.
James	Barber	Yes	This is no way near enough. The crowded parts of the city are in the heavily populated areas near the CBD. This is where footpath extensions and temporary cyclelanes should be going. What the Council is proposing here is, frankly, lazy and tokenistic. You should listen to the recommendations by groups like Cycle Aware Wellington.
Bradley	Stockman	Yes	This upgrade should be made permanent.
Ash	McCrone	Yes	
Lynn	Cadenhead	Yes	I walk there against the flow and it is a real problem to stay on the footpath even without social distancing. Maybe direction arrows to encourage people to keep left.
Emily	Shrosbree	Yes	Support moves to give pedestrians and cyclists back the streets over car users. And I think this should be long term, not just for Covid-19 distancing.

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Matt	O'Neil	Yes	Yes, a very popular route for commuters.	
Flavia	Figueiredo Macha	Yes	Please we need to make safe and easy to bike and relieve the pressure on public transport and leave cars for those that really need to drive	
Sheila	Hart	Yes		
Denis	Mander	Yes	See comments in respect of TR98-20	
Anna	Williams	Yes		
Jean-Michel	Carnus	Yes		
Richard	Thomson	Yes	I support this proposal as it will improve safety, increase transport options and help progress towards decarbonising our community.	
Alice	Weir	Yes	Yes. Again, room for bike lanes and pedestrians should be permanent, not "pop up".	
George	Baird	Yes		
Georgina	Preston	Yes		
Anthony	Davies	Yes		
Peter	Mora	Yes		
Kris	Ericksen	Yes	Fully support - excellent concept	
Andrew	Kennedy-Smith	Yes	COVID19 response with changed work patterns and greater enthusiasm for walking and biking illustrate majority community/public support for walk-bike in place of car personal transport. Car/van use may be focused on transporting goods rather than individual commuting to work. Improvements in air quality, safety of walking/cycling, peoples health achieved in the lockdown period should be sustained and these benefits outweigh any inconvenience for few commuters caused by loss of parking or roadway. We as a community are ready to embrace this change.	
Stephen	Treacher	Yes	I use this route several times a week to connect to the cycle track to Petone. It is helpful to go from the CBD out. An alternative is to ride on the waterfront walkways then over the Stadium walkway and onto Thorndon Quay -the transition onto Thordon Quay is tricky.	
Simon	Louisson	Yes		
Casey	James	Yes	I love this proposed change and I would encourage you to consider making this temporary change permanent if it is deemed a success.	
Patrick	Morgan	Yes	Bring it on.	
Susan	Guscott	Yes		
Jen	Jewell	Yes	Excellent idea, facilitating public transport uptake and safe use of space, especially coming into winter when the winds and rain make crowds of people squishing onto the pavement dangerous even without a highly infectious airborne virus in play.	
Matthew	Bartlett	Yes	Very excited about all these proposals. Partly because they appear to be necessary to preserve physical distancing at this time, and partly because I think they'll encourage more walking & cycling, which is great for health & emissions (bearing in mind the city's emissions reductions goals).	

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SALENA	DAVIE	Yes	Our family of 4 all cycle as a form of transport and for recreation. I appreciate all improvements towards a more cycle friendly city. During level 4 and 3 I observed how many more people were out walking and biking in Wellington. It was great. This a perfect opportunity to establish what a more sustainable and cycle friendly city could look like.	
Carl	Howarth	Yes	I was concerned to read "If approved, the proposal will be installed within the next 3 months." This is required immediately.	
Rhedyn	Law	Yes	I am concerned about the time frame for installation, 3 months seems like an excessive amount of time and these temporary facilities should be installed immediately. It is also concerning that Wellington Council needed the push of a pandemic to prioritise pedestrian and cycling facilities.	
Julie	Williams	Yes		
Steve	Manning	Yes	This has to happen, the world has changed and we need to embrace a low carbon economy. These small step proposals allow easy-wins and encourage increased cycling uptake across Wellington. Increasing numbers of cyclists in turn results in a 'safety in numbers' effect, and safer roads for minority users.	
Isabella	Cawthorn	Yes	This should be part of a whole street redo to make a self-explaining street environment for those moving, and a delightful place to be as a destination (outside vehicles).	
Kath	Haines	Yes		
David	Ponting	Yes		
Caroline	Robertson	Yes		
Richard	Goodyear	Yes	Please just do it. Even this change is so minor compared to what is happening internationally. More bike lanes, more walking. Liveable cities. the evidence is overwhelming. I am just so saddened that this is all we can drum up. Cars are the default in Wellington and yet you have already been told in the LGWM feedback that the majority of Wellingtonians want this. Please just get on with it. Don't make it temporary, be more ambitious. Please see what London is doing. There changes are light years ahead and they will be in place in six weeks. Ok that is my rant.	
Tim	Gittos	Yes	Please make permanent	
Lewis	Thomson	Yes	I think it is very important to have better cycling infrastructure to encourage more people to cycle, if these proposed changes happen it means people will feel more safe.	
Christine	Whiteford	Yes		
Mark	Murphy	Yes		
Peter	Woods	Yes		
Sonya	Cameron	Yes		
Max	Bloomfield	Yes		
niamh	crocker	Yes		
Asher	Emanuel	Yes		
Errol	Greaves	Yes	Excellent improvement. It will make this area so much safer and more relaxed.	

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Phillip	Stallworthy	Yes	I strongly support this proposed change and I urge the council to make it permanent. Walking and cycling are obviously future transport solutions and we should take this opportunity to encourage and facilitate them.	
Tim	Riding	Yes		
Andrew	Roxburgh	Yes		
David	Laing	Yes		
Dr George	Preddey	Yes	Cars have no future in a carbon-zero world. In many respects the climate crisis is magnitudes greater than the covid-19 epidemic.	
Irina	Ilyushkina	Yes		
Simran	Rughani	Yes	We need to encourage more active transport, especially now that buses have limited capacity. So, I support wider footpaths.	
Oscar	Damerham	Yes		
Jake	Roos	Yes		
Jacquie	Bown	Yes	This is a popular cut through route from the station area to Lambton Quay. More space for pedestrians to move safely, and reducing the number of parking spaces available, should encourage people to make use of public transport or walking rather than driving.	
Sophie	Auckram	Yes	Currently it is difficult for pedestrians to socially distance so as well as making it a more attractive area to walk it is safer for public health	
Andy	Cameron	Yes	I regularly cycle this route. It is incredibly dangerous at present due to cars backing out of angle spaces. Removing the parking on one side of the road will be good for pedestrians, and make it safer for cyclists. Very strongly support this option.	
Kit	Withers	Yes		
Libby	Grant	Yes	The proposed changes are a practical and sensible way to respond quickly and effectively to the challenge of maintaining social distancing during this COVID-19 pandemic. During the lockdown more people than ever were out in their local areas exercising - walking, running, cycling. It is vitally important for the wellbeing (both physical and mental) of the population that people can exercise safely and keep socially distanced. I personally walk every day and have found it impossible at times to maintain social distancing without stepping out on to the road and risking injury or worse from cars. The proposed changes will make Wellington safer for everyone. These changes should be accompanied by some other simple changes such as slowing all traffic to 30km in the city, changing traffic lights so that they are automatically triggered by pedestrians thus avoiding the need for pedestrians to have to touch the button at the lights. Pedestrians should also be prioritised at traffic lights to ensure they do not have to wait. This will encourage more people to walk and leave their cars at home making our city streets quieter, safer and cleaner for everyone.	
Laura	Cooper	Yes	Totally supportive of this initiative to give additional space to cyclists and walkers. We need so much more of this!!!! Close the CBD to cars!!	

Stout Street - TR102-20

Valerie	Love	Yes	Totally agree - making more room for cycling and pedestrians is vital.	
Philip	Tremewan	Yes	These are excellent proposals. But I do think they should go a whole lot further. These changes are just a fraction of what is needed.	
Arthur	Price	Yes	Please make this permanent	
Phillip	Tai	Yes		
Victoria	Cleal	Yes	The south side never feels that safe to walk along at that little connecting lane by Gayles Cafe, and this would help.	
Ina	Werner	Yes	Implementing bike lanes and temporary footpath extensions aligns with the international best practice we have seen from cities responding to COVID-19 around the world, including Auckland and Nelson. These projects will provide a sustainable and healthy option for commuters and leisure users alike	
Sarah	Wallace	Yes		
Nick	Kirkman	Yes	Make it permanent, and separated. Honestly stop dicking around and copy best practice. We know what that is; physical differentiation and separation. On central city roads this basically means a wider, two tiered sidewalk. Where there is space out of town it should be a cycle lane away from the road wherever possible. Follow grading rules so young kids and older people can realistically get around. Integrate routes with the bus and train networks and make it easy to take bikes - this already isn't bad but capacity worries stop commitment. The acceptance criteria for a good bike lane is: - I am happy my 6yr old can ride in it. - At a minimum, a car has to ride up a curb to access the bike lane. - I don't get excessively wet or muddy in bad weather (well drained, hard, clean surface)	
Leanne	Arthur	Yes		
Jake	Chapman-Olsen	Yes	Looks good. Hope it becomes permanent	
Thom	Taptiklis	Yes	Sounds great	
Moir	Smith	Yes		
Lennox	Lynch	Yes		
Jeremy	Baker	Yes		

Stout Street - TR102-20				
Tessa	Johnstone	Yes	Wellington's lockdown demonstrated to me what can happen in our streets and communities when cars are left at home. Families, children, older people, all people feel excited and safe about heading out on to the streets on bikes and scooters and as walkers. When the infrastructure is there (or as in lockdown, when the cars are not there) people embrace active modes of transport. We need more than empty encouragement from council and government to do it. We need infrastructure that keeps us safe while we're doing it. The temporary cycle lanes you've proposed are not only a sensible public health measure for a pandemic, but for a future in which we want our communities and our environment in good health. These proposals are great, but the bare minimum we can do - there are some incredibly dangerous roads in Wellington city, and it's about time we prioritise cycling and walking on those roads, not fast moving traffic or parked cars. Specifically, I would like to see a pop-up lane from Island Bay to Ōwhiro Bay around the South Coast added. The temporary 30km/h speed restriction has been ineffective to say the least, and the only real way to make it safe is to reclaim some space on the road for cyclists and leave the footpaths to walkers. I support the existing proposals, and support them being in place permanently. I urge the council to fast-track other, heavily consulted and long-postponed cycling infrastructure projects like Newtown Connections.	
Joanna	Laurenson	Yes	I support this proposal, however there seems to be a missed opportunity to provide more safe cycle connections through the central city; ie along Featherston Street/Hunter Street/Victoria Street and Wakefield Street. I hope that this will be considered next.	
Chris	Owens	Yes		
Gerald	Parsonson	Yes	This really a fabulous idea. On weekends this road is packed with cyclists and walkers. It is tight and windy and there is real risk from vehicles currently. To make it one way is perfect, as it is relatively easy for cars to do it as a one way loop and having a whole lane opened up to cyclists will be just amazing for such a popular coastal walk/cycle destination and a great way to link up with the cycle and pedestrian paths currently being built. This is a real winner for Wellington. Even in the face of die hard car drivers it could be a real jewel in the crown and add more depth for locals and visitors as a great destination from the main centre of town.	
Thomas	Kay	Yes		
Craig	Ward	Yes		
Stuart	McKenzie	Yes	Better access through town for pedestrians is long overdue.	
Rachael	Jagger	Yes	Additional signage should be put in place reminding motorists that cyclists have right of way when cars are turning.	
Ella	Borrie	Yes	Fully Support. This will help pedestrians socially distance	
Paula	Warren	Yes	This is an important commuting route to the railway station, so more space is needed.	
Yvonne	Weeber	Yes	Not sure about this and wonder if its in the right street.	

Stout Street - TR102-20

Liam	Harrison	Yes		
Grant	Petherick	Yes	Make temp and perm please	
Tam	Cao	Yes		
Allan	Wright	Yes	stop talking about it and do it	
Jacob	van Hulst	Yes	The more easily accessible cycling and walking facilities thee are promote a healthier and happier city.	
Owain	John	Yes	I've only skimmed through the proposed changes so can't give a full detailed review, but overall we so desperately need increased cycle access and prioritisation in Wellington that I imagine that these proposed changes will be most beneficial. Good luck!	
Marcelo	Fernandes	Yes	Sounds reasonable	
Rachel	Musther	Yes		
Chris	Rosser	Yes		
Nicolas	zilliox	Yes	This really a fabulous idea. On weekends this road is packed with cyclists and walkers. It is tight and windy and there is real risk from vehicles currently. To make it one way is perfect, as it is relatively easy for cars to do it as a one way loop and having a whole lane opened up to cyclists will be just amazing for such a popular coastal walk/cycle destination and a great way to link up with the cycle and pedestrian paths currently being built. This is a real winner for Wellington. Even in the face of die hard car drivers it could be a real jewel in the crown and add more depth for locals and visitors as a great destination from the main centre of town.	
Tony	O'Halloran	Yes	This is THE WAY forward for Wellington. This will allow us to get in and out from the city safely (both from cars and from COVID) and will set WLG out as a leader in the country. Great move!	
Catherine	Hay	Yes		
Chris	Watson	Yes	Longer would be Better	
Kurt	Lenfesty	Yes	I hope this becomes permanent. Making cycling and pedestrian travel better will make Wellington a more enjoyable place to live.	
Don	Montgomery	Yes		
Abha	Sood	Yes		
Dan	Sharpe	Yes		
Shaun	Rosier	Yes		
Olivia	L	Yes	I support temporarily widening the footpath on Stout Street. It's great for members in the disability community, for social distancing practices and for encouraging walking- which in turn decreases reliance on other less sustainable modes of transport.	
jenny	cossey	Yes	Yes, we need bubbles not elbow room	
Maas	Mollenhauer	Yes		
Jonathan	Markwick	Yes	Fully support this proposal, as it will allow for social distancing requirements on the current footpath to be met	

Stout Street - TR102-20				
Jonathan	Markwick	Yes	This is an additional comment for my previous submission in support of this proposal and is not intended to be a separate submission: Please install a pedestrian crossing on the turning lane from Stout Street into Featherston Street (outside Gales cafe). Please also consider permanently removing the four northernmost carparks in the proposal, as there is not enough space on the footpath at this location for two people to pass, regardless of social distancing.	
Fiona	Daniel	Yes	again, please consider driver's side to be on the same side where greater number of parking spaces are.	
Caroline	Shaw	Yes	I strongly support this	
Asher	Regan	Yes		
Fiona	Hayvice	Yes		
Christina	Bell	Yes	Totally support this. Can this be rolled out more broadly, lots of inner city footpaths are far too narrow for the volumes of pedestrians. Eg most of Cuba St	
Jonathon	Exley	Yes	Looks good by me.	
Simon	Barron	Yes		
Mike	Nyland	Yes		
Stephen	Coppard	Yes		
Jinna	Zwanikken	Yes		
Joanne	Davidson	Yes	I agree, but why only Stout St? There are many pedestrian areas in the CBD where distancing is difficult if not impossible. I would like to see more areas pedestrianised - the lack of space for walkers is putting me off coming into the city at the moment	
Calum	Bradbury	Yes		
Chris	Ong	Yes	This will help pedestrians maintain social distancing on footpaths, and help avoid potential conflict between cyclists, road users, and pedestrians. Removing angle parks will help reduce risk for people riding bikes slightly, eliminating some blind-spots. Suggest that this road be reduced to 30km/h to increase safety for pedestrians and cyclists.	
Elliot	Blyth	Yes		
Walter	Somerville	Yes		
Alexander	Barendregt	Yes		
Daniel	Roberts	Yes		
Mark	Fletcher	Yes	Great to see more space for walking in the city.	
Lianne	Cox	Yes		
Amelia	Vincent	Yes	I love the freedom and safety to use my bike more - keeping up habits started in lockdown!	
Lenette	Breytenbach	Yes	I'm very pleased to hear that the local government is taking the COVID pandemic seriously and factoring in everyday risk factors in their decision making. Thank you for taking the time to make the city safer to move around, especially from the perspective of a disabled and immunocompromised individual.	
Anthony	Edmonds	Yes		
Merewyn	Groom	Yes	Hope it becomes permanent, please make Wellington more pedestrian and bike friendly	
Jayde	Flett	Yes	Yes! some paths are so very narrow here.	
Glenn	Henderson	Yes	Spend the money and do it properly.	

Stout Street - TR102-20

Raymond	Kemp	Yes		
Will	Moreland	Yes		
David	McGahan	Yes	Yes I support TR102-20.	
Ed	Bedwell	Yes		
Leslie	Alldridge	Yes	More bike lanes is better. As a driver I don't want to run anyone over.	
Joanne	Hamilton	Yes	Should have way more of these permanently. Bikes, scooters, skateboards need to be separated from walking as well. The volume of bikes, scooters, skateboards etc is to large to keep walkers safe but still needs to be strongly encouraged.	
David	Charlton	Yes		
Simon	Gow	Yes	Any proposal to encourage safer riding in Wellington is welcome.	
Mike	Mellor	Yes	It is very important to facilitate people walking to and from transport facilities. Walking space on the routes to/from Wellington Station is at a premium (and will continue to be), so this is an important initiative. Longer term, all such routes should be upgraded to provide continuous shelter and improved crossings, for instance putting them on raised kerb-level platforms.	
Ozzman	Symes-Hull	Yes	Very good to make this important accessway to Lambton Quay, The Terrace & VUW more useable	
Adam	Cheney	Yes	Should be permanent.	
Mike	Harris	Yes		
Garth	Bates	Yes		
Aaron	Miller	Yes		
Michael	Peszynski	Yes		
Lyndsay	Mountfort	Yes		
graeme	Campbell	Yes	It should be permanent	
Kain	Glensor	Yes		
Jessica	Emde	Yes		
Jacqui	Joseph	Yes	I bike this street would be good to know it will also have room for cyclists	
Jess	Berentson-Shaw	Yes		
Clea	Matthews	Yes	Generally in favour of bike lanes and anything that encourages active transport and fewer cars	
Pip	Bennett	Yes	Including a pop up lanes is a smart and safe idea	
Tara	McDonough	Yes		
simon	Hales	Yes	make them permanent (all of them)...	
Joshua	Thurston	Yes		
Peter	Skrzynski	Yes	Interesting concept that will benefit pedestrians.	
Evan	Harrison	Yes		
Micheline	Evans	Yes		
Simon	Berke	Yes		
Tom	Butcher	Yes	Make these changes permanent	
Sam	Bridgman	Yes		
Phil	Barrenger	Yes		
Rachel	Healy	Yes		
Damian	Sligo-Green	Yes		
Gina	Rembe	Yes		
Jeremy	Rose	Yes		

Stout Street - TR102-20				
Russel	Garlick	Yes		
John	Parker	Yes		
Tass	Larsen	Yes		
Carl	Palmer	Yes	I support the notion that pedestrians should be given priority over vehicles. This proposal makes total sense for that area	
Ben	Sandle	Yes	Traffic doesn't need two way. Creating single direction is a good start would be good if road was totally closed to cars between shelley bay and scorching bay cafe to make for nice ride or walk away from traffic. If is to leave traffic be good to separate bikes and foot traffic from each other.	
Sam	Pavan	Yes	I support any infrastructure that will: - make cycling safer for cyclists - increase the number of cyclists in Wellington - reduce the number of and convenience provided low occupancy motorized vehicles As we all observed during the COVID 19 lockdown. When we provide more public space for people and dedicate less space to motorized vehicles, the public has the confidence that they can use the space safely. I only wish that this was a permanent solution and not temporary. Let's be drivers of change, reduce our contribution to climate change and have a more active and healthy community.	
Favid	Gurr	Yes	Its important that this goes ahead and it should be extended further right through the CBD	
Erinna	Gilkison	Yes	Fantastic opportunity to allow safer biking in this area.	
Julie	Moularde	Yes	Better cycling infrastructures is the best way to enable a more livable city (and healthier people!)	
Geraint	Scott	Yes	Always yes to better walking and cycling infrastructure	
Matt	Shipman	Yes	The area outside MBIE is horrendous currently - angle parks on both sides means that as a cyclist you can potentially be, either knocked off your bike be one car, or worse, crushed between two blindly reversing cars. Stout st should give safe access to the Railway station and Thorndon Quay. Currently it is dangerous and if we wanted danger we'd ride more direct around the Quays (no thanks). Get rid of those angle parks at a minimum.	
Jess	Cox	Yes		
Alice	Fage	Yes		
Lawrence	Ball	Yes		
Pablo	Gomes Ludermir	Yes		
Angela	Rothwell	Yes		
Bridget	Cassie	Yes		
Kate	Appleton	Yes		
Robin	Fulton	Yes	At a time when people are reluctant to take public transportation and the number of people allowed on buses is relatively small, then we need to have safe alternative methods to get around the Wellington region, whether it be to work or other activities.	
Regan	Dooley	Yes		
Ingrid	McDuff	Yes		
Perrine	Gilkison	Yes		
Aaron	Baker	Yes		
Kirsty	Smith	Yes		
Beth	Tillier	Yes		

Stout Street - TR102-20

Benjamin	Swale	Yes		
Tim	Jenkins	Yes	Let's have more of this in the CBD! The majority of footpaths are too narrow to allow safe spacing post COVID-19 and comfortable walking during peak times, especially here and Lambton Quay/Willis and the parts of Cuba Street used by motorised vehicles. Bring it on I say!	
Sam	Bush	Yes		
Paul	Blaschke	Yes	Agree strongly. This is not only important as a Covid response it allows a safer and more pleasant experience for the thousands of rail commuters. I'd also like to see the incorporation of some greenery (planter boxes etc) along this route!	
James	Burgess	Yes	This change will make it easier and safer to walk to and from the station. Long overdue, even before the extra need due to COVID-19 physical distancing! I hope there will also be changes to other streets around the station.	
Isla	Stewart	Yes		
Alex	Dyer	Yes	Yes - any on street private car storage removal is a great thing. These changes should not be temporary and should be made permanent as quickly as possible. Making an accessible and pleasant corridor for people from the railway station to Lambton Quay will be an great addition to the new Golden Mile precinct when we can get cars out of there too.	
Joane	Elleouet	Yes		
Jane	O'Shea	Yes	I support all efforts to make it easier and safer for people to walk and cycle around Wellington. Even if this means slowing down traffic or losing car parks.	
Harriet	Dyer	Yes		
Stephen	Day	Yes		
Melanie	Vautier	Yes		
Simon	Harnden	Yes		
Benjamin	Bielski	Yes		
Don	Stevens	Yes		
Rory	Lenihan-Ikin	Yes		
Paul	Pascoe	Yes		
Emma	Bassett	Yes		
Sophie	Yeoman	Yes	Strongly support - there should be a permanent bike lane here.	
Digby	Carter	Yes	Support proposed changes	
Tim	Jones	Yes	It is very important to make it easier for people to walk to and from transport facilities. Walking space on the routes to and from Wellington Station is at a premium, so this is an important initiative. Longer term, all such routes should be upgraded to provide continuous shelter and improved crossings, for instance putting them on raised kerb-level platforms.	
Amanda	Cunningham	Yes		

Stout Street - TR102-20				
Linda	Beatson	Yes	This proposal is fantastic. Removing angle parks will help reduce risk for people riding bikes slightly, eliminating some blind-spots, as well as allowing people riding bikes leaving the front of the MBIE offices a clear way off the kerb without needing to walk between gaps in cars or to the end of the block. It is great for pedestrians, as it will allow for social distancing, and make the existing footpaths less crowded.	
Ingo	Schommer	Yes	With all the workers going back to this high density office area, it makes perfect sense to provide more protections on this busy stretch of road.	
Mark	Johnston	Yes	This one's primarily an improvement for pedestrians, but sometimes that's us too. We support the changes to Stout Street because it's a high-footfall route. Hopefully it will also soon be at 30km/h making it much more pleasant to cycle along too. Removing angle parks will help reduce risk for people riding bikes slightly, eliminating some blind-spots, as well as allowing people riding bikes leaving the front of the MBIE offices a clear way off the kerb without needing to walk between gaps in cars or to the end of the block.	
Chandima	Kulathilake	Yes		
Ellie	Pritchard	Yes	I am 100% for this, I would love to see more cycle lanes in and around Wellington - there are more bikes on the road now and we need all the help we can get to feel safe out there!	
James	Wratt	Yes		
Malcolm	Kerr	Yes		
Kimberley	Turrell	Yes		
Harry	Chapman	Yes	I believe Stout Street has too much parking on it permanently. It could do with reduced parking and the addition of more trees.	
Alasdair	Saunders	Yes		
Nick	Horspool	Yes		
Nicky	Boughtwood	Yes	Great opportunity for Wellingtonians to trial cycling safely.	
Sam	Donald	Yes	This really a fabulous idea. I can't wait to take my 6 and 8 year old boys out to cycle on this route. Well done!	
Kieran	Martin	Yes		
Jessica	MacDonald	Yes	30kms per hour should be everywhere in the city other than state highways.	
Richard	Cuthbert	Yes		
Chandra	Littlewood	Yes		
Brent	Robinson	Yes		
Paul	Young	Yes	I work in this area and strongly support more space for people walking and biking, and safer vehicle speeds.	
Graham	Haslehurst	Yes		

Stout Street - TR102-20				
Peter	Cockrem	Yes	TR102-20 Stout Street Footpath from Lambton Quay to Railway Station This is a very sensible change considering that 30,000 people per day enter the central city every day by public transport, and a further 10,000 walk, plus people living within the central city (Wellington CBD Cordon Survey 2019) - on-street parking for 42 cars should not be a high priority for CBD public space. There is off-street parking available in parking buildings. Two related changes would increase the usefulness of Stout Street as a pedestrian route: 1. Legibility. It is not clear from Wellington Railway Station that Stout Street provides access to Lambton Quay and Willis Street, due to the indirect and complex paths through the Bunny/Featherston/Stout intersection. It is also not clear in the other direction from Lambton Quay that there is access to the railway station along Stout Street. Some sort of gateway treatment to differentiate it from Waring Taylor Street and Johnston Street would be helpful. 2. Traffic signal pedestrian delay. I note that the traffic signal cycle times in Wellington are long and add significant delay to walking trips, and walking within the central city would be more attractive if signals were operated on a more frequent cycle. In particular, the cycle time at the intersection of Stout and Whitmore Streets.	
Angela	Rothwell	Yes	We support further work on widening footpaths along Featherston St and a cycle lane; and widening footpaths along Victoria St with an improved bus and separate cycle lane	
Michael	Lowe	Yes	Support the concept however •Make sure there are enough mobility parks and bike parks at the train station also. •To avoid crowding at intersections: Reduce pedestrian wait times at signalised crossings. And implement pedestrian priority crossing at Balance Street.	
Ellen	Blake - Living Streets	Yes	We support this widened footpath and repositioning of the accessibility parks. We support wider footpaths on the western side of Stout Street as well where more pedestrians walk during the morning peak. It would also be useful to have additional mobility parks on the opposite corner of Whitmore and Stout St to reduce numbers of road crossings required.	
Elenor	West - Generation Zero	Yes	This is a key pedestrian corridor and a great first place to trial footpath extensions. We would like to see this initiative expanded to other key pedestrian streets with the next round of funding, including Courtney Place, Lambton Quay, Willis Street, Manners Mall, and Featherston Street as these areas all reach high congestion during peak times.	

3. Committee Reports

REPORT OF THE SAFER SPEEDS HEARINGS SUBCOMMITTEE MEETING OF 4 JUNE 2020

Members: Mayor Foster (present but absent at the time of voting), Councillor Calvert, Councillor Condie (Chair), Councillor Foon, Councillor Matthews, Councillor Pannett, Councillor Paul, Councillor Rush (voted against), Councillor Young.

The Safer Speeds Hearing Subcommittee recommends:

CENTRAL CITY SAFER SPEEDS CONSULTATION REPORT

Recommendation/s

That the Strategy and Policy Committee:

1. Agree to make resolutions under Part 6 of the Wellington City Consolidated Bylaws to set the speed limits as stated in Attachment 1: Proposed Speed Limit Changes.

Website link to the Safer Speeds Hearing Subcommittee meeting agenda and minutes:

<https://wellington.govt.nz/your-council/meetings/committees/safer-speeds-hearing-subcommittee/2020/06/4>

Attachments

Attachment 1. Proposed Speed Limit Changes  

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Street	Legal Description	Speed Limit	Distance (m)
Abel Smith St	From its intersection with Taranaki St to a point 42 meters west of its intersection with Victoria St	30km/h	463
Allen St	For its entire length	30km/h	150
Alpha St	For its entire length	30km/h	112
Athol Cres	For its entire length	30km/h	106
Ballance St	From a point 30 meters west of its intersection with Waterloo Quay to its intersection with Lambton Quay	30km/h	282
Barker St	For its entire length	30km/h	111
Barnett St	For its entire length	30km/h	98
Blair St	For its entire length	30km/h	141
Bond St	For its entire length	30km/h	221
Boulcott St	From a point 5 meters east of its intersection with Kumutoto Lane to its intersection with Willis St	30km/h	502
Bowen St	From its intersection with Lambton Quay to a point 30 metres west of its intersection with The Terrace	30km/h	195
Brandon St	For its entire length	30km/h	194
Bunny St	For its entire length	30km/h	131
Bute St	For its entire length	30km/h	78
Chaffers St	For its entire length	30km/h	90
Chews Lane	For its entire length	30km/h	67
Christeson Lane	For its entire length	30km/h	49
Church St	For its entire length	30km/h	77
College St	For its entire length	30km/h	221
Cornhill St	For its entire length	30km/h	45
Courage Lane	For its entire length	30km/h	57
Cuba St	From its intersection with Webb St to its intersection with Ghuznee St	30km/h	534
Customhouse Quay	From a point 20m north of its intersection with Panama St to its intersection with Lambton Quay	30km/h	231
Dalmuir Lane	For its entire length	30km/h	45
Dixon St	From its intersection with Willis St to its intersection with Courtenay Place	30km/h	464
Dunlop Tce	For its entire length	30km/h	85
Ebor St	For its entire length	30km/h	180

Edward St	For its entire length	30km/h	102
Egmont St	For its entire length	30km/h	186
Ellers Ave	For its entire length	30km/h	41
Eva St	For its entire length	30km/h	58
Farmers Lane	For its entire length	30km/h	49
Featherston St	From a point 59 meters north of its intersection with Bunny St to its intersection with Hunter St	30km/h	763
Feltex Lane	For its entire length	30km/h	214
Fifeshire Ave	For its entire length	30km/h	106
Flagstaff Lane	For its entire length	30km/h	38
Footscray Ave	For its entire length	30km/h	72
Forrester Lane	For its entire length	30km/h	87
Francis Pl	For its entire length	30km/h	58
Frankville Tce	For its entire length	30km/h	44
Furness Lane	For its entire length	30km/h	73
Frederick St	For its entire length	30km/h	222
Garrett St	For its entire length	30km/h	122
Ghuznee St East	From its intersection with Willis St to its intersection with Taranaki St	30km/h	462
Gilmer Tce	For its entire length	30km/h	89
Grey St	For its entire length	30km/h	128
Haining St	For its entire length	30km/h	222
Halleys Lane	For its entire length	30km/h	67
Harris St	From a point 30 meters west of its intersection with Jervois Quay to its intersection with Victoria St	30km/h	130
Holland St	For its entire length	30km/h	108
Hunter St	For its entire length	30km/h	196
Jessie St	For its entire length	30km/h	222
Johnston St	For its entire length	30km/h	198
Kelvin Gr	For its entire length	30km/h	78
Kensington St	For its entire length	30km/h	60
Knigges Ave	For its entire length	30km/h	75
Lady Elizabeth Lane	For its entire length	30km/h	536
Leeds St	For its entire length	30km/h	76
Lombard St	For its entire length	30km/h	78
Lorne St	For its entire length	30km/h	220
Lynn Rd	For its entire length	30km/h	57
Maginnity St	For its entire length	30km/h	104

Maning Lane	For its entire length	30km/h	68
Marion St	From a point 25 meters north of its intersection with Vivian St to its intersection with Ghuznee St	30km/h	155
Market Lane	For its entire length	30km/h	148
Martin Sq	For its entire length	30km/h	236
Masons Lane	For its entire length	30km/h	48
Mercer St	For its entire length	30km/h	84
Opera House Lane	For its entire length	30km/h	117
O'Reilly Ave	For its entire length	30km/h	74
Panama St	For its entire length	30km/h	179
Post Office Square	For its entire length	30km/h	53
Post Office Square SL	For its entire length	30km/h	56
Pringle Ave	For its entire length	30km/h	85
Railway Station Dr	For its entire length	30km/h	138
Rosina Fell Lane	For its entire length	30km/h	264
Sages Lane	For its entire length	30km/h	101
Shell Lane	For its entire length	30km/h	53
St Hill St	For its entire length	30km/h	73
Stout St	For its entire length	30km/h	330
Swan Lane	For its entire length	30km/h	171
Tennyson St	For its entire length	30km/h	221
The Terrace	From a point 27-50 meters south of its intersection with Everton Tce to its intersection with Bowen St	30km/h	801-824
The Terrace Slip	For its entire length	30km/h	116
Tonks Gr	For its entire length	30km/h	54
Tory St	From its intersection with Cable St to a point 186 meters north of its intersection with Rugby St	30km/h	881
Victoria St	From a point 30 meters north of its intersection with Karo Dve to its intersection with Hunter St	30km/h	1222
Victoria St Slip #214	For its entire length	30km/h	30
Victoria St Ext	For its entire length	30km/h	104

Victoria St Slip #175	For its entire length	30km/h	89
Wakefield St	From a point 25 meters west of its intersection with Taranaki St to its intersection with Victoria St	30km/h	364
Walter St	For its entire length	30km/h	142
Waring Taylor St	For its entire length	30km/h	206
Whitmore St	For its entire length	30km/h	292
Wigan St	From a point 30m west of its intersection with Taranaki St to its intersection with Tory St	30km/h	175
Willeston St	For its entire length	30km/h	166
Willis St	From a point 25 meters north of its intersection with Karo Dve to its intersection with Vivian St then from a point 30 meters north of its intersection with Vivian St to its intersection with Lambton Quay	30km/h	618
Woodward St	For its entire length	30km/h	74
York St	For its entire length	30km/h	81

4. Public Excluded

Recommendation

That the Strategy and Policy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Transfer of Land for another Public Work - Te Aro	<p>7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>7(2)(j) The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage.</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>
