
**ORDINARY MEETING
OF
TRAFFIC RESOLUTIONS HEARINGS PANEL
AGENDA**

Time: 9.30am
Date: Wednesday, 2 March 2022
Venue: Virtual meeting

MEMBERSHIP

Deputy Mayor Free (Deputy Chair)
Councillor Condie (Chair)
Councillor Fitzsimons
Councillor Matthews
Councillor Pannett
Councillor Rush
Councillor Woolf

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 Traffic Resolutions Hearings Panel is responsible for receiving submissions from the public on the Island Bay Cycleway and Cobham Drive Speed Limit traffic resolutions.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 10 February 2022 will be put to the Traffic Resolutions Hearings Panel 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 Traffic Resolutions Hearings Panel.

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 Traffic Resolutions Hearings Panel.

Minor Matters relating to the General Business of the Traffic Resolutions Hearings Panel.

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 Traffic Resolutions Hearings Panel for further discussion.

1.6 Public Participation

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

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

2. General Business

THE PARADE, ISLAND BAY: SAFETY IMPROVEMENTS

Kōrero taunaki Summary of considerations

Purpose

1. This report to the Traffic Resolutions Hearings Panel asks that committee members recognise the speakers who will be speaking to their submissions regarding the Island Bay Cycleway consultation.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- | | |
|--|--|
| Strategic alignment with priority objective areas from Long-term Plan 2021–2031 | <input type="checkbox"/> Sustainable, natural eco city |
| | <input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city |
| | <input type="checkbox"/> Innovative, inclusive and creative city |
| | <input type="checkbox"/> Dynamic and sustainable economy |
| | <input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure |
| | <input type="checkbox"/> Affordable, resilient and safe place to live |
| | <input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network |
| | <input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces |
| | <input checked="" type="checkbox"/> Accelerating zero-carbon and waste-free transition |
| | <input type="checkbox"/> Strong partnerships with mana whenua |

Relevant Previous decisions

As part of decisions made in June on the Long-term Plan 2021–2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. The Pūroro Āmua | Planning and Environment Committee agreed to consult on The Parade design upgrade on 10 November 2021.
On 15th December 2021, Council established the Traffic Resolutions Hearing Panel with delegation to hear oral submissions on the Island Bay Cycleway.

Financial considerations

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

2. There are no financial considerations in relation to holding this hearing.

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|
3. Due to the omicron community outbreak, the decision was made to hold this hearing virtually via Zoom.

Author	Alisi Puloka, Democracy Advisor
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That the Traffic Resolutions Hearings Panel:

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

Takenga mai

Background

3. Wellington City Council consulted the community on the TR20-22 The Parade, Island Bay – Safety Improvements from 25 January 2022 to 13 February 2022.
4. In November 2021, Councillors agreed in principle that they would like to make safety improvements on The Parade, subject to consultation, to complete the Island Bay section of the southern connection from the city to the south coast as part of the citywide bike network.

Kōrerorero

Discussion

5. A document comprising all of the speakers' submissions will be provided to panel members and published on the [wellington.govt.nz](https://www.wellington.govt.nz) website.
6. The list of speakers and the page number of their submissions will be provided to panel members by Wednesday 2 March 2022.


Ngā mahinga e whai ake nei

Next actions

7. Councillors will consider all submissions received and make decisions on the proposals at a meeting of the Pūroro Āmua | Planning and Environment Committee, on Thursday 10 March 2022. The full submission document will be published alongside that meeting's agenda.

Attachments

Attachment 1. Oral Submissions [↓](#) 

Attachment 2. TR20-22 Consultation Document [↓](#) 

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The Parade safety improvements

Oral submitters report

Speakers - February 2022

25 January - 13 February 2022

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Bruce Gadd		Island Bay Residents Association	4
Janet Palmer		Blind Citizens NZ	5
Mark Bennett	Island Bay	as an individual	6
Jelle Keizer	Island Bay	as an individual	8
Linda Beatson	Te Aro		9
Regan Dooley	Island Bay	as an individual	10
Alex Dyer	Island Bay	Cycle Wellington	12
Neil Curtis	Island Bay	as an individual	13
Terry	Island Bay	as an individual	14
Yvonne Curtis	Island Bay	as an individual	15
Bethany Miller	Kingston	as an individual	16
Margaret Crisp	Island Bay	as an individual	18
Alex Dyer	Island Bay	as an individual	20
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John	Island Bay	as an individual	34
Linda	Island Bay	as an individual	35
Martin Rule	Island Bay	as an individual	36
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Lisa Toseland	Island Bay	as an individual	46
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Andrew	Island Bay	as an individual	50
Antony Cooper		as an individual	52
Allan pedley	Brooklyn	as an individual	53
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Cliff Studman	Island Bay	as an individual	55
Tony Labone	Hataitai	as an individual	57
Liberato Mollo	Island Bay	as an individual	58
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Alan Harvie	Island Bay	as an individual	60
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Fran	Island Bay	as an individual	68
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Chetan	Other	as an individual	77
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nicola condcliffe	Island Bay	as an individual	81
Parvin Ravla	Island Bay	as an individual	82
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Frank	Island Bay	as an individual	84
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The Parade: Safety improvements – February 2022

Feedback



NAME: Julie	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

The cycle lane desperately needs to be improved and extended the whole way. I support these changes to make it easier to walk and cycle on the Parade

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Ideally the cycle lane cut ins around bus stops would be improved. The one at the intersection of Humber and the Parade (east side) is terrible as a driver as the bikes are hidden behind the stop and pop out just at the intersection as you are going to turn. Likewise, as a pedestrian and bus user, the ones on the Avon street bus stop (both sides), the Dee street intersection and the weird detour around carparks on The Mersey street corner (SW side) are very hard as there is no separation between pedestrians and bikes and therefore often people are walking in this lane when bikes are directed there. It would be better if the bike lane continued and the bus stop was built out like the ones in Kilbirnie. With the cut in on the SW side of Mersey street I suggest removing the 10min parks here as there are many just around the corner on Mersey Street. Then the cycle lane could just continue in a straight line without merging with the footpath. This will make the footpath much nicer and Betsy could have more outdoor seating. Secondly, I suggest removing the dashed horizontal lines at the corner of Tamar Street and the Parade. I have seen delivery vans park in here as there is nothing stopping them and this significantly reduces visibility when turning up Tamar from the Parade, and you can't see people crossing Tamar street. Why not (similar to the shops), build up the footpath instead? There is a cafe here and I'm sure extra room for seating outside would be appreciated. Finally, I know this is likely outside the scope of this project, but why not make the entire Parade 30km/h? It's a busy area with people crossing in multiple places and bikes AND cars. It makes no sense to have such a high speed limit. Then we

could also have extra crossings in the places where there is none for large stretches, which will make it safer when walking with children.

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Ellen Blake	SUBURB:	ON BEHALF OF: Living Street Aotearoa	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Please provide any comments to support your answer:

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

Walking in the area?

Using the bus?

Riding bikes?

Driving vehicles/or riding motorbikes?

Living in the area?

Working/owning a business in the area?

**Living with mobility or accessibility
issues?**

**Is there anything specific you think would improve the proposed changes to The
Parade?**

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

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



**Submission to Wellington City Council
on Island Bay Cycleway Improvements**

Contact person: **Ellen Blake**
Email: [REDACTED]
Phone: [REDACTED]
Date: **13 February 2022**

Living Streets Aotearoa support improvements to streets for everyone to be able to safely use them. The Island Bay cycleway improvements may achieve this but there are some improvements required:

'Dual' pedestrian cyclist crossings

- more separation is required between pedestrian crossings and cycle crossings. This design allows a shared path at the busy intersections when pedestrians should be concentrating on safely crossing the road rather than looking out for bikes on the footpath. We suggest the planted area is used to separate the bikes from people on foot at the intersection.

Removal of speed bumps near the shops

- it is unclear why these are being removed, they work well in slowing vehicles.

'Retaining' raised pedestrian crossings

- we support this as raised pedestrian crossings are known to be significantly safer to use, although we were surprised to see it included in the consultation.

Same level cycle and pedestrian paths through the busy shopping area/ 30km/h zone

- we recommend grade separation or a physical (green) barrier between pedestrians and all vehicle users including cyclists. This is a busy pedestrian area and should not encourage cyclists onto the footpath here.

Bus stop bypasses onto the footpath around the shops

- we do not support bus stop bypasses, in particular in busy shopping areas, this leads to inevitable conflict and is a poor design. The Pedestrian Network Guidance does not support shared paths.

Narrower footpath through the shopping area to allow for same level bike path

- the footpath width is still adequate with a reduction here provided that bikes are not able to share the space

Provision of parallel parking and removal of angle parking

- we support this safer parking arrangement

Concrete buffers to park against

- are these buffers accessible for people parking near them and for pedestrians wishing to cross the road? It's unclear how accessibility will be maintained.

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

About Living Streets Aotearoa

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

The objectives of Living Streets Aotearoa are:

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

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

The Parade: Safety improvements – February 2022

Feedback



NAME: Bruce Gadd	SUBURB:	ON BEHALF OF: Island Bay Residents Association	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Please provide any comments to support your answer:

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

Walking in the area?

Using the bus?

Riding bikes?

Driving vehicles/or riding motorbikes?

Living in the area?

Working/owning a business in the area?

**Living with mobility or accessibility
issues?**

**Is there anything specific you think would improve the proposed changes to The
Parade?**

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

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: TR 20-22 The Parade, Island Bay -Traffic Resolution

11 February 2022

To: The Planning and Environment Committee - Wellington City Council

From: The Island Bay Business and Residents' Association

Re: TR 20-22 The Parade, Island Bay – Traffic Resolution

The Planning and Environment Committee (the Committee) of the Wellington City Council are due to meet on the 10 March 2022 to discuss submissions regarding the upgrade of the Island Bay Parade.

The Island Bay Business and Residents' Association (IBRA) makes the following

submission to the Committee.

On the 10 November 2021 the IBRA made a submission to the Committee requesting that following the Council's planned resealing of The Parade, it be returned to its original configuration with cars parked next to the footpath and a cycle lane on the outside of the parked cars. This is the same configuration for most cycle lanes in the Wellington region and works well.

This could be undertaken at a minimum cost to rate payers and would also support the 87% of submissions made to the Council by Island Bay residents in 2017 on the future of The Parade.

IBRA's view has not changed. IBRA represents the majority voice as reflected in the 2017 submission process!

The Council's alternative proposition for a \$3-\$4 million spend to "upgrade" the existing cycle way was not supported by IBRA.

When put to the Committee at their 10 November 2021 meeting the Committee was deadlocked 7 votes for 7 votes against and only won by the Chair's casting vote.

Fifty percent of the Committee were opposed to what the Council is now suggesting should be undertaken to resolve the traffic issues on The Parade in Island Bay.

The Council has acknowledged that the current cycleway is confusing and unsafe and has effectively agreed it is a failed experiment never to be repeated in Wellington or New Zealand.

The planned changes will take out between 80-100 car parks on The Parade and will have a significant and probably detrimental effects on the businesses and services on The Parade which are already suffering from the effects of the Covid19. It will impact also on the many afterhours activities held on The Parade.

The potential closure of businesses and lack of parking will force many Island Bay residents to access services and shop, outside the suburb to do their shopping thereby potentially increasing the use of motor vehicles and congestion in the wider Wellington region. It is now widely perceived to be easier to shop in Lower Hutt or Porirua where parking is free and shopping opportunities are more abundant than in Wellington CBD. This is not ideal for the concept to "shop local and support local businesses".

As well as businesses, services and activities being affected the reduction of car parking on The Parade will also dramatically affect the elderly and infirmed, parents with young children, in fact all people who are ill enough to see a doctor. We understand the Medical Centre have a client base of over 13,500 patients and growing.

Also affected are young families dropping off their children at Playcentre and the Childcare Centre, those with limited mobility and accessibility issues. Those who attend the 5 churches on The Parade or use the many other services that are offered at these churches including – afterschool care, exercise classes and dance classes etc - will also be adversely affected.

How will medical professionals visiting the homes of those with disabilities and illnesses requiring daily / weekly care on The Parade continue to operate? How do

trades people working on The Parade homes and building sites continue to apply their trades without massive inconvenience and potential costs? What of the members of the Island Bay Bowling Club who provide many activities open to the community along with their bowling days and tournaments which are attended by dozens of people from other clubs?

The Council has failed to accept that a large proportion of the Island Bay community are elderly and rely on motorised transport to use the services provided on The Parade.

IBRA also challenges the Wellington City Councils submission that the average daily bike count on The Parade is between 380 and 450 trips per day and would appreciate evidence that supports this figure. We understand that the "bike counter" is up by Wakefield Park which potentially skews these numbers quoted above.

The Cycle Lobby part funded by the Wellington City Council have suggested there are published figures of 10,000 trips per month on the Island Bay cycleway. That we surmise equates to 5000 return trips or 166 return trips per day, indicating that only 83 cyclists use the cycle lanes daily. That is equivalent to one bus load of commuters leaving the suburb and one bus load returning.

IBRA suggests that the money Council has allocated to The Parade could be better spent on more urgent matters such as homelessness and social housing and basic infrastructure and maintenance.

IBRA is not opposed to the Councils plan to get Wellington moving. However, spending \$3-\$4million on changes to the Island Bay cycle way is not going to have any effect on the numbers using the cycleway and we believe will increase the use of cars within the suburb (going around the block looking for parks) and force drivers out and into other suburbs to do their shopping.

Specifically, the Cycle Lobby strongly supports connecting the cycleway through the Island Bay Shopping Centre. This will require the moving of angled parks and reduce the number of car parks significantly. The reduction of parks in the shopping area will have a significant effect on those specific businesses as well as essential services such as the Island Bay Medical Centre, the local pharmacy and supermarket.

The Cycle Lobby notes that 190 of 200 houses on the Parade have driveways. Note that many of those properties have a single driveway that services other properties behind. The Lobbyists fail to mention how people will access the 5 Churches, the Bowling Club, 5 rehab houses for those with disabilities, the two childcare centres and the many other businesses and services that are on The Parade. Many people need access to parks to access these services.

The Cycle Lobby is now advocating the widening of the cycle lanes to 2.1 metres for the 83 regular users and put at risk most Island Bay residents who use public and private transport.

IBRA have strong concerns that the proposed "upgrade" will further cement in an already dangerous design and will not make The Parade any safer for all the people using various modes of transport who use it. It is discriminatory!

IBRA is also concerned about the proposed concrete buffers as we believe they

will be trip hazards especially for people with mobility issues, those who are visually impaired, young children and the elderly.

The IBRA believe that the implementation of cycleways should be driven from the city outwards and not the other way round. Berhampore and Newtown still remain the 'nuts to crack' and until this is done, Island Bay will remain the cycleway to nowhere!

The Island Bay cycleway has been an unfortunate saga of missed opportunities. Our request to the Council is to listen to the views of the Island Bay community and implement the option we propose. This will result in a safe and clear cycleway, retention of carparks, support from businesses, churches and other services, and all at the lowest cost.

Thank you for your consideration and time.

Please ensure our submission is logged in to the overall submission process.

Yours sincerely,

Bruce Gadd

Chair

Island Bay Businesses and Residents ' Association

Committee members in support of this submission:

Jane Byrne, David Bolt, Janine Hyde, Lorraine Edwards, Pat Vinaccia and Bruce Gadd.

Committee member not in support:

Stephen Day

The Parade: Safety improvements – February 2022

Feedback



NAME: Janet Palmer	SUBURB:	ON BEHALF OF: Blind Citizens NZ	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Please provide any comments to support your answer:

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

Walking in the area?

Using the bus?

Riding bikes?

Driving vehicles/or riding motorbikes?

Living in the area?

Working/owning a business in the area?

**Living with mobility or accessibility
issues?**

**Is there anything specific you think would improve the proposed changes to The
Parade?**

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

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

To: Wellington City Council

From: Blind Citizens NZ Wellington Branch

**Re: Submission in response to proposed safety
improvements on The Parade at Island Bay**

Blind Citizens NZ is a disabled person's organisation that advocates and supports people who are blind, deafblind, vision-impaired or have low vision (referred to as blind). Blind Citizens NZ has a long history (over 75 years) working with central and local government advocating on the needs and rights of blind people.

Our submission takes in to account relevant Articles from the United Nations Convention on the Rights of Persons with Disabilities (Disability Convention)::

- Article 4.3 Involving disabled people and our organisations in decisions that affect us;
- Article 5: Equality and non-discrimination;
- Article 9: Accessibility;
- Article 19: Living independently and being included in the community;
- Article 20: Personal mobility.

Government's New Zealand Disability Strategy 2016-2026 Outcome 5 – Accessibility is also relevant to our submission.

Introduction

Blind Citizens NZ appreciates the opportunity to make this submission as for some time now we have been concerned with the safety of all pedestrians including those who are blind with the Island Bay Parade. Therefore, our submission mainly highlights areas that relate to safety and access from a blindness perspective, but the points raised are not limited to the blind.

We welcome and appreciate the opportunity to submit on the proposed safety improvements on The Parade from Dee Street to Reef Street.

The key proposals for change outlined on the consultation section of the website however did pose some challenges for us as there appeared to be both images and text information, but the text didn't provide enough detail as it seemed to expect one was able to see the map images.

Proposals and comments:

1. putting in raised concrete buffers to provide more protection for people bikes and scooters, which will also be helpful for drivers parking as it will give something to park against and for getting in and out of cars and improve the look and feel of the street.

Comments

: While the raised concrete buffers sound like they would assist in separating out traffic from bikes and e-scooters, this still can pose a danger or difficulty for someone who doesn't see or hear bikes and or scooters. A passenger would need to step over the buffer to cross to the footpath. This would put anyone at risk if they were unable to see or hear bikes or scooters approaching. They could also be a trip hazard when getting out of a car and getting across to the footpath. It is also unclear as to how high they would be. If the height of a kerb, then how will someone with a mobility device manage to get over it?

- 2 separated bike lanes through the main shopping area (where there are none) to provide a protected route along the whole Parade.

Comments:

it is unclear as to how this will improve the safety of pedestrians especially when passengers are needing to get on and off buses if they are to cross over the cycle lane or when crossing roads. Many of our members already have experienced issues with cycles and e-scooters on footpaths and when crossing roads.

- 3 Improving visibility at driveways and intersections by restricting parking near them

Comments:

we certainly support this improvement if it makes pedestrians more visible and it makes crossing roads safer.

- 4 slightly widening traffic lanes.

Comments:

it was unclear how widening the road would improve the safety of pedestrians especially if one is crossing The Parade. Will more crossings be introduced?

- 5 making the street layout consistent.

Comments:

Improving the consistency of layout and design is always an added advantage as long as it doesn't result in creating safety issues for the pedestrian.

recommendations

It is unclear as to how the cycle lane will be separated from the footpath and pedestrians. To ensure the proposed changes take in to account the safety for blind and all pedestrians we recommend that there needs to be both a visual and tactile strip that separates the two areas, footpath and cycle lanes.

If street layouts are to be made more consistent, then these should include wider footpath to accommodate parents and children, people with guide and assistance dogs, and people using mobility devices.

As well, when street layouts are changed that intersections and crossings include kerb cuts and tactile indicators placed to enable all pedestrians to cross safely.

There doesn't appear to be any controlled crossing when crossing from one side to the other of The Parade. To improve safety, we would recommend that there should be at least two controlled crossings between the shops and the Reef Street end of The Parade.

In line with best practice and consistency, we would also recommended the installation of leading tactile indicators at the head of all bus stops and at all crossings, to assist and guide blind people where the head of the bus stop is, and where crossings are located in order to know where to cross.

It was unclear from the information we were able to access as to what if any signage would be put in place to indicate where bike lanes would be located. We would

strongly recommend besides installing a tactile and colour contrast strip between the cycle lane and the footpath, that visible large print and high colour contrast signs be installed to ensure all pedestrians are aware as to which areas are for cycles and which areas are for pedestrians.

Blind Citizens NZ Wellington Branch welcomes any opportunity to discuss our submission.

Please contact in the first instance, Janet Palmer, Secretary, Blind Citizens NZ Wellington Branch. Email to [REDACTED]

The Parade: Safety improvements – February 2022

Feedback



NAME: Mark Bennett	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The time and money spent on scooters , bikes and pedestrians is wasted where the main uses of the area is vehicles , both whilst driving and parking . The city transport system ie buses is not there 24 /7 so people have to use vehicles in 2022 . The council sees fit to put the cycle way in oriental bay using the footpath , look at the same here . Looking forward in this survey, the questions indicate that decisions have already been made to go ahead with this plan , and the council continues to be underhanded and not deserve to hold their seat.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Listen to people that arent driving these changes. There have been business closures from the already changes . The road has been made narrower , as buses dont pass as they cant when there are parked cars around. The crowded road , from being narrow, has become an accident waiting to happen . Make the road better for the majority of its users THE ROAD FOR VEHICLES , and safer areas (footpaths) for cyclists and people

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

Negative

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: Jelle Keizer	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22

Strongly support

Please provide any comments to support your answer:

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

There are concerns regarding the number of carparks that will be lost should this change go ahead. IBRA have shared numbers of 80-100 carparks could be lost and I think that this is highly concerning as I would like to see more carparks be removed I think that the number of car parks should be halved in Island Bay. Every single house along the parade has off street parking and the majority have room for 2-3 cars. I agree that there should be some carparks available for visitors and shoppers I strongly detest the idea that the residents of Island Bay need on street parking to park their 3rd car for free. If they can afford three cars they can also afford a house with enough off street parking or at the very least they should be expected to pay for their on street parking.

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Linda Beatson	SUBURB: Te Aro	ON BEHALF OF:	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Support

Please provide any comments to support your answer:

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

The width throughout should follow the Waka Kotahi guidelines and be 2.1m wide, with sections where space means it needs to be narrower, to be 1.8m. The 1.2m width through the shopping area is narrower than WCC's own guideline of 1.5m. Do not support removing existing speed bumps. These are essential traffic calming devices that slow vehicles and make the street safer for everyone. The speed bumps entering the 30km/h area should be reinstated to make the speed change clear to drivers. Do not support the turning bay for traffic making a right turn into Trent Street. It is unnecessary. Removing it could allow for wider cycle lanes or additional parking. Needed: The cycle lane southbound approaching Mersey Street is one of the most hazardous locations on the existing cycleway and this proposal does not include any changes to this area.

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Regan Dooley	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

These are all good changes which will improve the safety, comfort and attractiveness of the current layout, and they have mostly already been consulted on back in 2017 (although the exact mix now isn't quite what was agreed back then). The current cycleway is ok but as the council admitted in the High Court in 2019 during the Island Bay Residents Association's failed judicial review of the 2017 decision "neither the status quo nor the original cycleway could be said to be reasonably practicable options given the safety concerns and issues of non-compliance that had been identified with them". Please ensure that the material you present to councillors for decision-making strictly observes this scope. Please ensure that you do not present any material to councillors that would in any way compromise or undermine your statement in the proposal details that "this is not a vote". That includes not presenting any material to councillors that can be misconstrued as reflecting the aggregated preferences of the Island Bay community or respondents overall, which you do not know and cannot possibly know based on your consultation design (i.e. please make sure that a self-selecting survey is not mis-represented as being random or statistically valid in any way and that the results cannot be used as a basis for decision-making that would be compliant with the Local Government Act).

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

These are all good changes that will increase the safety, comfort and attractiveness of The Parade overall. I'm very please to see raised table intersection treatments at Avon and Medway - please keep these and consider the same for the other intersections. Knowing that there are safety issues at the intersections I fail to see why this is a decision for councillors. Please re-visit the decision to remove angle-parking at the shops. Although I am personally comfortable with this it is causing some angst. The agreed 2017 'Mayor's compromise' made room for both bike lanes and

angle-parking so it can obviously be done. As long as cyclists don't have to bike behind angle-parking as is currently the case then I would be ok with angle-parking staying. Please revisit the 1.5m cycleway width north of the shops as this is too narrow for the road-level design now proposed which has kerbs on both sides at many points. The short 1.2m bike lane widths at the shops are also well-below standard. On the plans there appear to be no low rubber separators across driveways as per Rongotai Rd? I would like to know more about why this is and if there are any unforeseen consequences. On the one hand this could give cyclists more wriggle room (for over-taking etc) on those sections, on the other hand the separators could be valuable for slowing cars down as they cross the cycleway. None of this is explained in the proposal. Please try and reduce the camber of the cycleway as much as possible. The current cycleway has sections that are very difficult for trikes, wheelchairs etc which reduces accessibility to users who rely on more than 2 wheels. I also support all the comments made by Cycle Aware Wellington in their submission including retaining the existing speed bumps and removing the right hand turn bay at the Trent Street intersection (traffic volumes are lower here than the rest of The Parade).

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

Please see uploaded document for further comments.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

These plans are long overdue, and welcome. We support them. They address many of the safety issues identified by the community and an independent safety audit. Continuing the cycleway through the shopping area will make it useful to a broader range of riders.

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

Very positive

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

Very important

The Parade - Dee Street to Reef Street – Cycle Wellington submission



cyclewellington.org.nz

info@cyclewellington.org.nz

Twitter: [@CycleWgtn](https://twitter.com/CycleWgtn)

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

Island Bay safety upgrades

Cycle Wellington submission

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

Overview

These plans are long overdue, and welcome. We support them. They address many of the safety issues identified by the community and an independent safety audit.

Continuing the cycleway through the shopping area will make it useful to a broader range of riders.

We have identified further changes that would improve safety, including visibility at Mersey Street and the path width of some new sections.

Specific feedback

- We support concrete curbs to add protection for people on bikes. These will assist drivers to park legally and reduce the risk of people being hit by opening car doors.
- We support continuing the cycleway through the shopping area so that people of all ages and abilities are able to ride from one side of Island Bay to the other.
- We support changes to car parking that improves visibility at intersections and driveways to meet legal guidelines. We note that 190 of 200 (95 percent) of properties on The Parade have off-street parking, often for several vehicles. This is not about residents' parking.
- We support the street reseal to remove ghost road markings.
- Any trees removed should be replaced.
- We do not support removing existing speed bumps. These are essential to slow speeds and make the street safer for everyone. The speed bumps entering the 30km/h area should be reinstated to make it clear to drivers that the speed limit

The Parade - Dee Street to Reef Street – Cycle Wellington submission

has changed.

- The proposal's typical cycle lane width of 1.5m north of the shopping area does not meet Waka Kotahi guidelines. The cycle lane width should be 2.1m with isolated sections down to 1.8m as per Waka Kotahi guidelines.
- Through the shopping area the cycle lanes narrow further to 1.2m in places. This is inconsistent with the WCC Cycling framework that states a minimum width of 1.5m. Wider paths allow more room to avoid obstacles. As the cycle lane height is not yet set, kerbs at the lane edge could further reduce the usable width.
- We believe the turning bay for traffic making a right turn into Trent Street is unnecessary given that street's low traffic volumes. Removing the turning bay could allow for wider lanes or additional parking.
- The cycle lane southbound approaching Mersey Street is one of the most hazardous locations on the existing cycleway and this proposal does not include any changes to this area. In the picture below, the vehicle on Mersey Street is in advance of the marked stop line. Vehicles stopping on the marked line have their view of the cycle lane completely obscured by the canopy poles. This area should be improved by having the cycle lane move out adjacent to the general traffic lane earlier. Austroads¹ recommends this should happen 30m before the intersection.



- As in the previous photo, the current design and the proposed design includes large areas of unused space that are often used by people to park illegally, endangering cyclists and pedestrians. Painting broken yellow lines is not adequate to address this issue. Empty space such as this should be physically protected with the concrete separators used elsewhere in the design, or filled with plantings or other treatments.

¹ Austroads Guide to Road Design Part 4 (section 9.6.3)

The Parade - Dee Street to Reef Street – Cycle Wellington submission



About Cycle Wellington

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

Nā mātou noa, nā Cycle Wellington

12 February 2022

The Parade: Safety improvements – February 2022

Feedback



NAME: Neil Curtis	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The proposed changes make a very bad scheme worse. The removal of parking would be very detrimental to businesses in Island Bay, without removing any of the problems with the present scheme.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

By abandoning them. The current scheme makes the situation worse (more dangerous) than the original layout (with cycleway outside parked cars) for all users, including cyclists. It also wastes a considerable amount of ratepayers money.

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

Negative

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

Neutral

I grew up in Auckland, in a flattish suburb, and cycling was my main transport mode. I moved to Wellington 58 years ago and rapidly decided that with the hills, wind and narrow traffic congested streets cycling was inappropriate. The roads are now much more congested and cycling less useful, or safe.

I have lived in Island Bay for 16 years. It was always a pleasure to enter the Parade at Dee St., with one of the few decently wide roads in Wellington. With the wide carriage way, the cycleway outside the parked cars was quite safe for the few cyclists using it, and they did not cause any problems for other road users.

Then some cyclists starting agitating and the present cycleway system was proposed. The Residents Association polled the residents of Island Bay and received the response that the majority of residents did not approve of the proposal. If we lived in a democratic city that would have been the end of the matter. However the loud, but unrepresentative voices prevailed, and we got the present scheme, at considerable ratepayer expense.

So now we have much of the carriage way taken up by cycleways, and the roadway for vehicles so constrained that buses have trouble passing. Residents with vehicle access have to back out across the cycleway and directly into the traffic stream, with added danger to all. The cycleway intercepts the path of pedestrians at bus stops and intersections, and disappears in the shopping centre. All this for a very small number of cyclists.

The Island Bay cycleway terminates at Dee St, where the Adelaide Rd. narrows. From there into the city the roadway is quite unfit for cyclists, and it is difficult to see how an adequate cycleway could be provided – that is the real problem for would-be cyclists in Island Bay. There was no obvious way of providing a safe cycleway from the city to Island Bay, so you built a cosmetic cycleway in Island Bay, to the detriment of all other road users and little benefit to cyclists (and a waste of ratepayers money).

Stop the nonsense! The proposed changes just put lipstick on a pig – it remains a pig.

The Parade: Safety improvements – February 2022

Feedback



NAME: Terry	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Back to kerb side parking, paint a green cycling strip outside of cars, drivers would be able to see all cyclist clearly. This would also make it safer for any mode of transport coming out of side streets, they wouldn't have to come out to the middle of the road to look for on coming traffic. Kerb side parking makes easier and safer for passengers to exit cars especially those with young families and anyone with disabilities

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

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

Negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Yvonne Curtis	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Many reasons and the experience of living in island Bay for the last 16 years and in Liardet St, Vogeltown for 41 years before that

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Abandon them and look at other alternatives.

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

Negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Bethany Miller	SUBURB: Kingston	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Support

Please provide any comments to support your answer:

There are some fantastic changes that I am really excited to see: I strongly support connecting the cycleway through shops to enable people of all ages and abilities to ride their bikes the full length of The Parade. I sometimes lead school group snake rides through Island Bay, and strongly support making this the shop sections more accessible. I support concrete curb separators that will provide much better protection for people on bikes and will assist drivers to park legally, while also reducing the risk of people on bikes being struck by opened car doors. I currently witness illegal parked vehicles in the buffer zone and car door close-calls too often. When I am the passenger of a parked car I am always very concerned about the safety of riders on the cycle way. This change will help both bike/scooter riders and motorist passengers hugely. I support proposed changes to car parking as it will improve visibility at intersections and driveways to meet legal guidelines. It is worth noting that 190 of 200 (95 percent) of properties along The Parade have private, off-street parking, often for several vehicles. The proposed changes to the on-street spaces are not about residents' parking. I support the street re-seal to remove ghost road markings and provide clearer new markings for all users. Note: Any trees removed in the process should be replaced.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

1. Widen the cycle lane widths to at least 2.1m (with isolated sections down to a minimum of 1.8m) to adhere with Waka Kotahi guidelines. 1.5m wide lanes are inadequate and do not meet Waka Kotahi guidelines. The 1.2m lanes through the shopping area are also inconsistent with the WCC Cycling framework that states a minimum width of 1.5m. The proposed changes already remove carparks and removing just a few extra will make a huge difference on the safety, quality and success of the cycle lanes. 2. Existing speed bumps should not be removed. These are

important traffic calming devices that slow vehicles and make the street safer for everyone. The speed bumps entering the 30km/h area should be reinstated to make the speed change clear to drivers. 3. The turning bay for traffic making a right turn into Trent Street is unnecessary. Removing it could allow for wider cycle lanes or additional parking. 4. The cycle lane southbound approaching Mersey Street is one of the most hazardous locations on the existing cycleway and this proposal does not include any changes to this area. Motorists stopping on the marked line have their view of the cycle lane completely obscured by the canopy poles. This area should be improved by having the cycle lane move adjacent to the general traffic lane earlier at 30m before the intersection. The current layout and the proposed design also has large areas of unused space that are often used by people to park illegally, endangering cyclists and pedestrians. Painting broken yellow lines is not adequate to address this issue. Empty space such as this should be physically protected or filled with plantings or other treatments. These amendments are very important in order to future-proof and safety-proof the cycle way and avoid another costly revisit in future.

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Margaret Crisp	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The lack of parking in the Island Bay village will disadvantage not only the business owners and the less able bodied members of our society, but also inconvenience vehicle users who stop at the shops whilst they are out or because the weather is not conducive to other modes of transportation. The lack of parking south of the village will affect home owners & their visitors, businesses, those who attend churches and community events that are held in the churches after school & at night throughout the week, the bowling club and those who meet there and bus users who park their cars before catching a bus north.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

I'm also cyclist and have noticed, when the cycle lane is at the same level as the footpath, that people often walk or stand in the cycle lane. Solution - have cycle lanes at a different level to the footpath. I've noticed there's a high occupancy 24/7 of the car parks in the Island Bay village. The trees at the shopping centre supply food & are home to many birds. Trees provide shade & a subconscious calming effect. Cycling on the same level as pedestrians is not a good idea in my experience. Solution - Keep the village section as it currently is, not as WCC proposes in their plans. As a resident I've noticed a high occupancy of carparks to the south of the village (whether they are used during the day by people who catch a bus northwards, visitors/customers to the residents/businesses, or those attending the many social/leisure activities at the churches/bowling club during the day or evening. Residents also use those carparks as they have limited off street parking. Solution - Keep the carparks to the south of the village, particularly outside the churches, the bowling club & near bus stops.

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

Neutral

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

Important

The Parade: Safety improvements – February 2022

Feedback



NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

While modest, these improvements are welcome.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Having the cycleway connect through the shops will be great. I hope there will be an opportunity to realise more placemaking in the area to enhance the area for people. The speed bumps should not be removed. These are essential traffic calming devices. Just because people on bikes will be better protected does not excuse the need to keep vehicle speeds down in the area. Make sure that the cycleway width is not less than 1.5m at any point - as per WCC guidelines. The cycleway lane widths outside the 30kph zone should be 2.1m minimum. I do not support having a turning bay for traffic making a right turn into Trent Street. Provide for wider cycle lanes here instead. Please ensure any trees affected are moved or replaced.

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

Very positive

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

Very important

he Parade: Safety improvements – February 2022

Feedback



NAME: Darren Young	SUBURB: Vogeltown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Please provide any comments to support your answer:

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

Walking in the area?

Using the bus?

Riding bikes?

Driving vehicles/or riding motorbikes?

Living in the area?

Working/owning a business in the area?

**Living with mobility or accessibility
 issues?**

**Is there anything specific you think would improve the proposed changes to The
 Parade?**

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

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

The Parade: Safety improvements – February 2022

Feedback



NAME: Andrew Laurantos	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Concerns raised for your improvements for The Parade in Island Bay in Wellington in April/March Wellington City Councils Objective is to create: Proposed Target is: "Greater visibility at intersections and driveways, slightly wider traffic lanes and a consistent street layout will make it easier for drivers to negotiate The Parade and improve the look and feel of the street". Health and Safety issues which need to be addressed with the current layout of The Parade in Island Bay.

1. Electric bicycles have been clocked at doing 30-40km's an hour on the cycle way. For this reason, my observations for 5 days were that many of those Electric bicycles used the road for travelling on The Parade. Cyclist's reasons were around visibility of other bike riders and cars when riding on the cycleway at such a speed. The current cycleway was built before the introduction of electric bicycles. Therefore, the intentions of greater visibility at intersections and driveways are no longer being achieved by the current design. This will only get worse as the use of Electric bicycles get utilised more and more.
2. The current layout creates "Clutter" along The Parade and narrows the street for emergency vehicles for Fire trucks and Ambulances. Bus drivers also complain constantly about cars parked along The Parade and not allowing enough space for two buses travel on the street at the same time.
3. There have been cases where individuals/cars have lined up behind parked cars thinking it was the normal flow of traffic. This is because of the current parallel parking along The Parade introduced and implemented when the new cycleway was constructed obviously poorly designed.
4. Pulling into and out of driveways for residence living on The Parade. – Visibility is limited. For drivers pulling into driveways along The Parade, time for stopping for cyclist is very limited. Often because of traffic in particular the morning and evenings. For drivers pulling out of driveways visibility is also limited because of parked cars and speeds of cars on The Parade. The current layout does not feel safe at all for the cyclist.
5. The proposed concrete buffers between parking spaces and the bike lanes will only create a hazard to cross The Parade at any one time. The additional concrete buffers between traffic lane and bike lane in places will only add to the clutter.
6. Replacing angle parking on The Parade with parallel parks will impact businesses in the shopping centre. Is Wellington still open for business? To date two Dairies have shut their doors when the current cycleway was introduced. What will be the impact on those businesses since covid-19? No one to date from the Wellington City Council has consulted with those businesses. When will this happen? Has Covid-19 been considered when making unrealistic decisions for affected Wellington residence? Above all, Have District Plans for Island Bay been revisited since the introduction of Covis-19 into Aotearoa and less cars into the city?
7. Having to ride around a bus stop along The Parade is primitive and unsafe for both cyclist and pedestrians waiting for a bus. This alone is a major Health and Safety issue and is one of the reasons I don't ride my bike along the cycleway.
8. What will be the impact on those businesses from central Island Bay, Berhampore, Newtown to central Wellington? - The Bread and Butter for individuals and the city.
9. Removing 80- 100 parking spaces from The Parade between Dee and Reef Streets. What will be the impact on those families that currently have carparks outside their houses? Where will

they park? Your letter dated 21 January 2022 does not state the fact of removing (80-100 parking spaces). Has this been discussed with the affected residences? A city fit for the future The cycleway has divided the Island Bay community and even some families. There are friendships which may never recover. Lets be optimistic that a solution can be reached. The cycle culture in Island Bay and greater Wellington needs to recover from its bad and negative perception. This has gone on too long. Be fair and talk to people. What do the people from Island Bay, Berhampore and Newtown want for their own Health and Safety? It's time to involve them. We all support "foundations for a low carbon future"- Island Bay always had a cycle way prior to this mess and clutter on The Parade. We all support cycleways but not the design that we have now. The old cycleway was fine with no resulting accidents to cyclists or pedestrians. Let's get Wellington moving needs to discuss and provide plans in detail to residence of Island Bay to show how the clutter and the proposed changes will widen The Parade. All changes need to be demonstrated and discussed with all residence of Island Bay in person. Please schedule dates for this to happen. Recommendation for Tamariki using bicycles. Moving forward it is recommended that tamariki /children under the age of 11 ride bicycles on the footpath on The Parade. There is plenty of space on the footpath and is currently being used by many children riding bikes as a safe way to get to school. No issues have been raised in regard to this practice to date. How many ugly stories do we as a society need to read/ hear about the devastation the Island Bay cycleway has caused over the years. A truck crashed into a car after avoiding a cyclist on the Island Bay cycleway, sparking fears of worse accidents to come on the contentious route in Wellington. John Wierenga said he arrived at the crash scene, near Tamar St, probably two minutes after the crash at dusk. A man driving a light Toyota truck said he had swerved to avoid a cyclist. Some cyclists have also criticised the design, and in April the issue fired up someone enough to apparently scatter nails all over the route. Wiersema said that, every time he entered or left his driveway, it was anybody's guess as to what kind of hazards would be present. "You take your life in your hands. The carriageway's so narrow that you can't pass a truck of a bus. You've got to stop at a convenient place." Wellington city councillor Paul Eagle was on his way home when he encountered the upset truck driver. "He was obviously going to the tip," Eagle said. "He was a bit shaken, to be honest. He said he swerved to miss the cyclist." Eagle said he joined a group of about four locals to sweep shattered glass and debris off the street. He was told another accident happened nearby just a day earlier. Pedestrian Linda Gibson faces months of recuperation and surgery after suffering facial injuries in a collision with a cyclist on Island Bay's controversial cycleway. But the 57-year-old nurse doesn't blame the cyclist; she blames the Wellington cycleway's "dangerous" design. "To spend \$200 million on cycleways, you need a community that's behind the vision". - Democracy

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Recommendation for Tamariki using bicycles. Moving forward it is recommended that tamariki /children under the age of 11 ride bicycles on the footpath on The Parade. There is plenty of space on the footpath and is currently being used by many children riding bikes as a safe way to get to school. No issues have been raised in regard to this practice to date.

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

Negative

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

Low importance

Concerns raised for your improvements for The Parade in Island Bay in Wellington in April/March

Wellington City Councils Objective is to create:

Proposed Target is: "Greater visibility at intersections and driveways, slightly wider traffic lanes and a consistent street layout will make it easier for drivers to negotiate The Parade and improve the look and feel of the street".

Health and Safety issues which need to be addressed with the current layout of The Parade in Island Bay.

1. Electric bicycles have been clocked at doing 30-40km's an hour on the cycle way. For this reason, my observations for 5 days were that many of those Electric bicycles used the road for travelling on The Parade. Cyclist's reasons were around visibility of other bike riders and cars when riding on the cycleway at such a speed.

The current cycleway was built before the introduction of electric bicycles. Therefore, the intentions of greater visibility at intersections and driveways are no longer being achieved by the current design. This will only get worse as the use of Electric bicycles get utilised more and more.
2. The current layout creates "Clutter" along The Parade and narrows the street for emergency vehicles for Fire trucks and Ambulances. Bus drivers also complain constantly about cars parked along The Parade and not allowing enough space for two buses travel on the street at the same time.
3. There have been cases where individuals/cars have lined up behind parked cars thinking it was the normal flow of traffic. This is because of the current parallel parking along The Parade introduced and implemented when the new cycleway was constructed obviously poorly designed.
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5. The proposed concrete buffers between parking spaces and the bike lanes will only create a hazard to cross The Parade at any one time. The additional concrete buffers between traffic lane and bike lane in places will only add to the clutter.
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9. Removing 80- 100 parking spaces from The Parade between Dee and Reef Streets. What will be the impact on those families that currently have carparks outside their houses? Where will they park? Your letter dated 21 January 2022 does not state the fact of removing (80-100 parking spaces). Has this been discussed with the affected residences?

A city fit for the future

The cycleway has divided the Island Bay community and even some families. There are friendships which may never recover. Lets be optimistic that a solution can be reached.

The cycle culture in Island Bay and greater Wellington needs to recover from its bad and negative perception. This has gone on too long. Be fair and talk to people. What do the people from Island Bay, Berhampore and Newtown want for their own Health and Safety? It's time to involve them.

We all support "foundations for a low carbon future"- Island Bay always had a cycle way prior to this mess and clutter on The Parade. We all support cycleways but not the design that we have now. The old cycleway was fine with no resulting accidents to cyclists or pedestrians.

Let's get Wellington moving needs to discuss and provide plans in detail to residence of Island Bay to show how the clutter and the proposed changes will widen The Parade.

All changes need to be demonstrated and discussed with all residence of Island Bay in person.

Please schedule dates for this to happen.

Recommendation for Tamariki using bicycles.

Moving forward it is recommended that tamariki /children under the age of 11 ride bicycles on the footpath on The Parade. There is plenty of space on the footpath and is currently being used by many children riding bikes as a safe way to get to school. No issues have been raised in regard to this practice to date.

How many ugly stories do we as a society need to read/ hear about the devastation the Island Bay cycleway has caused over the years.

A truck crashed into a car after avoiding a cyclist on the Island Bay cycleway, sparking fears of worse accidents to come on the contentious route in Wellington.

John Wierenga said he arrived at the crash scene, near Tamar St, probably two minutes after the crash at dusk.

A man driving a light Toyota truck said he had swerved to avoid a cyclist.

Some cyclists have also criticised the design, and in April the issue fired up someone enough to apparently scatter nails all over the route.

Wiersema said that, every time he entered or left his driveway, it was anybody's guess as to what kind of hazards would be present.

"You take your life in your hands. The carriageway's so narrow that you can't pass a truck or a bus. You've got to stop at a convenient place."

Wellington city councillor Paul Eagle was on his way home when he encountered the upset truck driver.

"He was obviously going to the tip," Eagle said. "He was a bit shaken, to be honest. He said he swerved to miss the cyclist."

Eagle said he joined a group of about four locals to sweep shattered glass and debris off the street. He was told another accident happened nearby just a day earlier.

Pedestrian Linda Gibson faces months of recuperation and surgery after suffering facial injuries in a collision with a cyclist on Island Bay's controversial cycleway.

But the 57-year-old nurse doesn't blame the cyclist; she blames the Wellington cycleway's "dangerous" design.

"To spend \$200 million on cycleways, you need a community that's behind the vision". - Democracy

The Parade: Safety improvements – February 2022

Feedback



NAME: Colin Saunders	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

I am a resident of Island Bay and totally oppose the new proposal in regards to the Island Bay cycleway. I would like to see it returned back to its original design. The Mayor at the time of construction of this current design (Celia Wade-Brown 2016) is on record as saying "give it a year and if it doesn't work there is money in the budget to paint it back to how it was". The current design and proposed changes does not serve the community as a whole and only addresses a small number of the people. This design will result in more closures of businesses in the area, which will in turn devastate the dynamics of the community.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

I am a resident of Island Bay and totally oppose the new proposal in regards to the Island Bay cycleway. I would like to see it returned back to its original design. The Mayor at the time of construction of this current design (Celia Wade-Brown 2016) is on record as saying "give it a year and if it doesn't work there is money in the budget to paint it back to how it was". The current design and proposed changes does not serve the community as a whole and only addresses a small number of the people. This design will result in more closures of businesses in the area, which will in turn devastate the dynamics of the community.

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

Negative

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: Unsworths	SUBURB: Island Bay	ON BEHALF OF: on behalf of an organisation	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Removal of car parks will hinder the community and businesses - we want people to stop, meet and shop within our wonder hub that we have.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Keep all car parking - and reinstate the ones already taken out in 2015.

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

Negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Fiona Bevan	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Having lived on The Parade for many years, we have noticed how dangerous it has become with over 10 accidents outside our home since the cycle way was installed and we live no where near an intersection.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Return The Parade to its safer state or rename it "The Lane".

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

Negative

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: Jackson Bradley	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

You made the parade from nothing. Make more space from nothing for pedestrians and bikers. Don't take away from driving, parking and business when you public transport is complete dog shit.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Dont do it, spend the money on actual public transport if you want more public movement. You are focused on something that is non important. Get public transport to be function and CHEAPER than driving and people will use it, currently its still cheaper and better to drive ANYWHERE in Wellington. Stop wasting money on useless ideas that have no merit.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Rjmollo	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Liz Springford	SUBURB: Houghton Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

Making cycling both much safer and seen as much safer for all ages and abilities, is incredibly important. We've wasted so much ratepayer and taxpayer money in delaying decent cycling networks across this city. Research from Macmillan et al 2014 demonstrated around a twenty dollar return from every dollar invested in safe cycling infrastructure. With the heart-breaking delays in climate protection, and strong government measures in response to real concerns as to pandemic impact on our overstretched health services, investing in climate-protecting and health-promoting infrastructure makes even more financial and ethical sense than ever. Add to that the shamefully high rents and mortgage payment living costs in Wellington, and it's imperative we do all we can to drop the costs of moving around this city. I very strongly support changes to make it easy for drivers to see where to park - I can support that with photo evidence over the years of cars incorrectly parked and limiting or blocking the cycleway. As a car driver too, I know it's not always easy to position the vehicle correctly. I'd like to see the cycleway widened in places - according to what's needed to keep out of the dangerous doorway zone of parked vehicles, especially larger vehicles. This would align with both cycling guidance and reducing demand on ACC and health services for injuries. Diagonal parking is dangerous for cyclists - and WCC must not be complicit in creating hazardous cycling conditions. Although after 30 years living in Berhampore and often using Island Bay businesses and services, I now live in Houghton Bay for the last two years, safe cycling to and through Island Bay is personally important to me. I do not feel safe cycling down Mt Albert to access the CBD via Berhampore - too steep and too many blind corners. Although the eastern cycleway access to CBD is getting better and better, there is still the eastwards narrow South Coast road to risk getting to Lyall Bay and the adjacent footpath is mostly too narrow till Princess Bay. The least worst option is via the Esplanade westwards (shorter risk area than eastwards) then onto the relative safe haven of the Island Bay cycleway, then scary Berhampore, taking the lane and hoping like hell that it's quiet and/or drivers respect my safety, then fairly easy Rintoul Street into Newtown and beyond. I've been biking as my main form of travel since 2016 when I first became aware of our climate crisis. However in recent years I'm feeling even less confident and safe along Wellington roads, desperate to see decent safe cycling networks in place after over a decade of writing submissions, and using a car much more than I want to. I miss the joy of cycling, the endorphins and outdoor connections. I know several older women like myself who would love to bike for climate change reasons, but don't see our Wellington roads as safe enough. I am also deeply disappointed that a minority of Island Bay people obstructed this pioneer cycleway, delayed the Berhampore and Newtown connecting cycleways into the CBD. So many school students could have enjoyed independence, exercise and minimal cost transport over many years. A couple of years ago I counted about 40 small bikes parked at Island Bay school - and thought what a waste that their elders in the community blocked their freedom to cycle round our city. It's revealing re community cycleway support that in the local election where the cycleway opposition leader stood as a WCC candidate, over 90% of eligible voters did not vote for that candidate. Please don't let these opposition voices block good

cycling changes again. Safe cycling networks for this city are so overdue - let's accelerate progress and prioritise cycleway improvements and construction! Wellington has already passed peak car - we can't afford to simply replace ICE fossil-fuelled cars with electric cars, we don't have the space in this city. Roads are already reduced to risky one-way traffic along narrow multi-cornered roads, and cars are parked precariously too often across footpaths. We can't afford to have storage of mostly unused inefficient vehicles block safe cycleway development. Community car share aka cars for hourly hire (like Cityhop & Mevo locally) can remove ten privately owned vehicles for every shared vehicles. Car share both enables and amplifies the gains (incl land use for housing) from active and public transport. WCC must invest in car share as another form of public transport, and ensure that every suburb, including Island Bay, has an affordable car share vehicle for hire within a few minutes walk of home, workplace, study location or shops. Not everyone has to cycle, for us all to gain in better health, less demand on health services, decongested roads, and most of all, hope that we can protect our climate and limit global warming within 1.5 degrees. Currently Aotearoa has committed to reducing emissions at about a tenth of our fair share - this is a climate emergency!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Please make the changes rapidly. Improving the Island Bay cycleway is many years overdue. Also explain the gains for each mode of travel (eg. more cyclists = less congested roads for buses and vehicles, less cyclists tempted to use footpath for safety). Great investment in climate protection and reducing health services demand for all ratepayers and taxpayers.

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Sally Page	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: John	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

How would you like a business and they take more or less all your customers car parking away.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put it back to how it was. It is a nightmare to get out of my garage on the Parade. and even one of the councillors who voted for it was too bloody scared too open the driver's door because she was in the middle of the road. visitors to our island bay can't believe how ridiculous it is

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

Negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Linda	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Oppose

Please provide any comments to support your answer:

By losing so many carparks will affect the local businesses - nobody will come to the local Cinema because there will be no parking available; the parking will spill over to the surrounding streets and people will not be able to park outside their houses in those surrounding streets as a result. Any visitors coming to visit locals on The Parade will not find parks easily either. The elderly will also suffer here because less car parks means they won't be able to get out and about to do their grocery shopping/butcher etc....because they will probably have to park miles away from their shop. You've ruined our Parade - put it back to how it was and go work on the Water Pipes around the City - things that NEED to be done!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put it back to how it was originally - well before that cycle way damaged The Parade. Thank you.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Martin Rule	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

I have had many near misses with cyclists on the parade. I think the items suggested here would prevent most of the risky situations cyclists find themselves in every day.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

These changes are an excellent progression towards effective public transport in Island Bay

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Kathryn St Amand	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The removal of carparks does not appear to follow any parking policy adopted by Council, it is an adhoc decision that will affect the safety of people who rely on parking outside Playcentre and shops, the bowling club and churches as well as residential visitors. There are no plans to provide additional parking on side streets and no strategy to deal with parking demand. The National parking management guidance published by Wake Kotahi has these items, parking policy and a strategy for provision of community required car parks (such as side street allocation), as necessary cornerstones to be in place before parking is removed from outside key community and commercial places. Parking management should also be centred on an evidence base, and no evidence for parking removal being part of an outcome lead decision, has been provided here. Additionally with parking sometimes on the east and sometimes on the west side of the street, the street will not be an intuitive or legible layout with visitors not knowing where to look for a carpark. As people search for a park they may perform erratic manoeuvres to score a park (eg: U-turns); or travel around the block until they find a park so intersections could become busier. The removal of parks does not appear to be supported by any parking demand surveys, this is evidenced by a lack of parking allocation elsewhere in the suburb to cater for the loss of parks. I live in this community and witness the parks to be removed occupied in my estimation 75% of the time, 100% at peak times when a blowing fixture is on and the shops are busy. It is often impossible to find a park at the shops now let alone with the parks being removed. For the record I walk, bike and drive to the shops depending on what business I have or where else I need to go, and consider removing parks will be detrimental overall considering whatever safety gains the proposal sets out to achieve. No data has been collected; no parking policy is being followed; no additional parking opportunities are being investigated or provided. The cycle lane being on the inside of the parking through the village centre will not be safe for pedestrians, as I have encountered elsewhere on the Parade, the cycle lane creates a pedestrian conflict and outside shops where pedestrians regularly cross the road (not using the pedestrian crossings), this will create conflicts. Cyclists can travel very quickly along the cycle lane (I have witnessed speeds in excess of 20km/hr), especially E-bikes and those heading south are downhill so go faster. I have cycled along this cycle path as a commuter and very often have come into conflict with cars or pedestrians, running the lane through the shops between parked vehicles and the kerb will not improve safety for all. My kids don't feel safe on the cycle lane and don't use it, the proposed changes in my view will not improve their sense or reality of safety as no changes are proposed through intersections. They would be better still ambling along the footpath in the village, or using Derwent Street or Clyde Street which are less busy with cars and a much safer route for a cyclist if one is not comfortable with the level of traffic on The Parade. Finally, when turning in and out of our driveway on The Parade, even for a left hand turn we need to cross the centre line of the road because of the cycle lane setup. This was not such an issue when there was a flush median strip through the centre of the road (which there is no longer room for). It is hard to tell if the proposed changes will improve this or not, but one thing of concern (and this will affect those

towing trailers or boats of which there are many along our street), the raised islands could be problematic for backing boats and trailers as the swing room within the road may diminish. This needs to be investigated. Delivery trucks and the like will also struggle with the limited parking on both sides of the road.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Negative
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Neutral
Working/owning a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Is there anything specific you think would improve the proposed changes to The Parade?
Take the cycle lane component out of the village. Ensure the raised islands are wide enough for a full car door swing (too narrow and doors will open into the cycle lane still). Undertake a parking survey and plan to provide car parks to meet demand. Provide the Playcentre with a pedestrian crossing so accessing the parks across the road is safer (the parks in front of this property have been removed).

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

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

The Parade: Safety improvements – February 2022

Feedback



NAME: Zong Chen	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

Best to put separated bicycle lane on the roadway-level (like most parts of the current Island Bay cycleway), instead of on the footpath-level. This is because there are many obstructions on the roadway-side of the footpath that are hazards to wheeled traffic, things like: rubbish bins, bus signs, supporting posts for shelters outside shops. Asking cyclists to ride at footpath level creates a hazard for pedestrians too.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Definitely put separated, dedicated bicycle/scooter lanes along the entire section of road outside the shops. However, it's best to place the cycle lane in a location consistent to the immediately-adjacent cycle lane: between footpath and parked cars, but at roadway-level not footpath-level.

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Ravji Sukha	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22

Strongly oppose

Please provide any comments to support your answer:

As a heavy user of this road in the past by bike, and now use of a car and bus service, i find that the design is not in favor of safety. Traffic used to flow quicker visibility Was better to see bikes coming in both direction. Emergency service had room to travel quickly, now you have them stopping because there is something bigger or the same size in there way. Church goers, locals, sports people ,business will lose there right to park close by. council is there to improve not change a way of life that has worked well why don't you put the cycle way on the road side as the new improved bikes travel as fast as cars do and register the bikes so the arrogant bike user can get pinged not spoiling for the majority.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

with more parks going business will suffer sports and church goers also

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

Negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Lawrie	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Put The Parade back to how it was, Paint cycle lanes beside the carparks both sides of The Parade, when cyclists are on the painted lanes, they have the right of way. When no cyclists are present the road can be used by all motorists. Its a cheap option and a fair and equitable to all road users!!!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

yes as previously mentioned

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

Negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: James	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Support

Please provide any comments to support your answer:

The changes are a watered down solution due to the Council's appalling lack of leadership and commitment to its own safety and climate goals. They should go much further, however they are a positive step forward.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

I would like to see an extended 30km zone, raised crossings with pedestrian priority at all side streets and more calming measures to reduce car speed. This would encourage more people to visit and stay in the shopping area, supporting local business.

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Christine McGill	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Neutral

Please provide any comments to support your answer:

I've selected 'neutral' as I'm very concerned and nervous this needs to be done right. Currently I park in the last park before the Dee Street round about. I've had my wing mirror knocked off twice because of the very narrow road area left for busses and service trucks to fit through. I'm very nervous and cautious every time in get out of my car, there is no space for my body to physically get out and even have my door ajar while any car is passing. It's unsafe and frightening, and I fear that one of my children should absently minded my open the door without looking, let alone a visitor to our house who is unaware of this danger. It's very dangerous. 'Slightly widening the lane for cars' would need to be 'significantly widening the lane for busses, trucks, and service vehicles' for me to have confidence myself of a visiting family member won't be hit in the future. This would meaning parking much further over to the left, so if a bumper is to be installed to regulate this. It must be 'significantly' further left.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Yes - to move the cycle lane off the footpath around the back of bus shelters. Cyclists are riding head on into scooting, walking, running families with prams and children at peak daycare, kindergarten and school drop off times. It's extremely busy and very dangerous. Cyclist should remain with the flow of traffic on the road, not hurtling though pedestrians.

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

Neutral

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

Important



The Parade: Safety improvements – February 2022

Feedback



NAME: Nickolas Carter-Lewis	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Put it back to a nice wide street again how it used to be. So safe.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

The footpath is wide enough to share with bikes

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

Very negative

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

Neutral



The Parade: Safety improvements – February 2022

Feedback



NAME: Lisa Toseland	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Adding additional concrete buffers create another trip hazard for not only people but also vehicles and cycles. Removing parking is also going to reduce the amount of foot traffic to small businesses who have already suffered in its current layout.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

By separating the bicycles from the main lanes of traffic, when the cycles do merge back into traffic, if road users have not seen them before hand this creates the drivers to perceive and then react to their presence. This as per research is generally 1.8 seconds +/- 0.7 seconds (happy to give you the research paper) at 50km/h this is a average of 25 metres of travel distance while the driver is perceiving and then reacting.. hence it is actually safer for the cycles to be in the lane of traffic (in a nice wide road like it was previously set out) in that drivers are not surprised by their presence. It also allows driver to moderate their speed/ driving to accomodate them and with oncoming traffic. I have experienced this on the corner of the parade and Avon street where a bicycle popped out from behind a bus within their cycle lane as I was turning left into Avon street. I have to give way to them as they are in a lane but I had NO knowledge of them until I did headcheck and they were right there alongside me. Fortunately both myself and the rider slowed otherwise I would have hit them, and no doubt I would have injured them. The lanes are far too narrow for busses or heavy vehicles. Road condition/ surface is average and unkept. Parking in the shopping area is important to small businesses who Are the biggest victims in your changes. Happy to discuss the perception and response issues further.

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

Neutral

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: David Burton	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Why do you people insist on bulldozing through these changes, regardless of how Island Bay residents actually think? Over 1000 residents marched in a demonstration down the Parade after the deeply unpopular new cycle lane was put in, and now you propose to entrench these changes, when outside of peak times, perhaps 10 or 12 cyclists per hour use the cycle lane. I know, because they pass my front gate. Why is WCC imposing their woke ideology on us residents? Cycling is inherently dangerous on Wellington's narrow streets, and the hilly topography of this city works against it. What not improve our bus services instead, and get them to come on time, and man the buses properly so they are not continually cancelled?

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Painting back the cycle lane to how it was originally, with a narrower lane out on the road, which worked perfectly for everybody. This would leave a wide street so that buses could easily pass each other while moving in opposite directions. Leaving the parking arrangements as they are would still enable shopped to use the Island Bay shopping centre, and give businesses a better chance of survival.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Andrew	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

As someone who has lived in island bay almost their whole life. A cyclist motorist father and a son. I can say that the wcc has made an otherwise safe wide piece of road unsafe and less user friendly for most forms of transport and residents. It seems certain people at the wcc want what they want for our streets rather than what the people want and by the people I don't mean a select group of vocal idiots on both sides of the fence. Not everyone wants to or can travel by bike. I do sometimes but the reality is working shift work for an emergency organisation it is impractical to do it everyday nor can I use a bus due to start times at work. Fix public transport issues before worrying about messing up island bay further. I don't think this feedback will count for anything so why don't you remove all the car parks on Adelaide road berhampore where it is actually narrow while you are at it

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Return it to a wide road with room for everyone

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

Negative

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: Antony Cooper	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Oppose

Please provide any comments to support your answer:

Parade needs rewidening . Why bother with two cycle lanes when one that operates each way would give more road width again as is needed

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Already mentioned in previous question

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

Negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Allan pedley	SUBURB: Brooklyn	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22

Strongly oppose

Please provide any comments to support your answer:

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

stop messing with it, this whole road is a disgrace with, cycle ways that should never have been built, let alone the expense ,for 1 percent of road users. you can not justify the money spent to date, nor can you justify more money wrecking this area further.this is a busy traffic area, its had to navigate with limited parking if you wish to shop here.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Diane Kenwright	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Support

Please provide any comments to support your answer:

I cycle to work every day. I Support the concrete buffers. I find the main problems are 1. turning right at the intersections, crossing both lanes of traffic. The proposal does not seem to solve this. 2. The behind the bus stop diversions. Bus passengers step into the cycle lane and are hard to avoid. I am concerned about the rubber soled control devices. What will they feel like at 20 km/h. Will I become unstable?

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Making the bus stops have a wide raised concrete bumper for passengers to stand if the bikes go behind them. They will be less likely to be hit. Using red paint with the grip sand in it for driveways not rubber bumpers.

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Cliff Studman	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

1. A cycle track along the Parade is a fundamentally wrong as the road is better suited for cars. Experienced users have found putting cyclists parked cars where they are hard to see is very dangerous. It is not done this way anywhere elsewhere, creating dangers for all users, resulting in the many accidents we have had since the track was installed. Car parks should be on the kerb side so cyclists can be seen. 2. The new plan creates problems for elderly, infirm and commuters accessing buses and shops as given the steep nature of the surrounding area, many have to use cars to get to the Parade. 3. South of Mersey Street the track is virtually unused. Less than one cyclist on average per 15 minutes (including in both directions) compared to 30 cars and trucks and 2 buses (source: Personal surveys over two years). Many cyclists won't use it, preferring Derwent, Clyde, the footpath or even the car lanes. All users and disadvantaged for a few cyclists who could use and do use the other roads. 4. Removing parks will be a disaster for local businesses and more will be forced to close. 5. Better options: (a) Original Parade Design (b) Derwent/Clyde cycleways. (c) Reorder to Footpath/Kerb parking/Cyclists/Bump Barrier/Road

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

1: Restore the Parade to its original state, with kerb car parking and cyclists and cars separated by a low speed bump type barrier similar to the one currently installed on Crawford Road between Kilbirnie Centre and Constable St, so that vehicles can go over it (slowly) to park. 2: If you must persist with this new scheme then at least introduce a 2 hour parking limit along the South side of Humber St East to prevent long term parking by the side of the church. The currently proposed extra parking bans on Humber Street corners are unnecessary as parking there is not a problem: the wrong position of the cycle track is the problem. A 6 hour daytime limit on Clyde Street would also help. 3. Provide the church on the corner of Humber Street (St Hilda's) with

vehicle access to the space at the rear of the church by constructing an access point about 30 metres from the junction. That would allow for additional off-street parking for people wishing to park their cars in order to use the church facilities for the many kids and adults activities throughout the week. 4. My real preference is to move the cycle track to Derwent Street and plan for a future Berhampore by-pass for cyclists. 5. I attach plans for a route to accomplish this. I have walked it many times: all problems are surmountable. It requires two significant cut and fill projects, but otherwise uses existing tracks and little used roads where cars park all day for city access. Restricting car parking on these roads would encourage more people to use public transport if parking is reduced on these streets. Yes there are hills but biking is for fitness and e-bikes makes hills easy. The route goes from sea to city at John Street, leading to Tory Street, with great views and quietness. 6. I would like to believe that my comments are considered seriously. Please help me to believe in our consultation processes again.

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

Negative

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

Neutral

An Alternative Proposal for a safe Cycle track through Island Bay and Berhampore (hard copy of all documents posted)

- 1 Restore the Parade to its original safe design
- 2 This means removing the Cycle Track markings and restoring kerb side parking
- 3 Redefine Derwent Street from the coast as a two way cycle track with one way vehicle access only for resident's vehicles and services. Continue this cycle track along Eden Street, with speed limits for all users of 30kph or less. This involves a steep hill but not a problem for e-bikes or regular cyclists.
- 4 In the longer term as funds permit, Construct a new cycleway around the back of Wakefield and Macalister Parks, and along the existing track between the 13 and 18th holes on the golf course, thus bypassing Berhampore shopping centre, continuing along Stanley Street through to Hansen Street to John Street and thence allowing access to the city via Tory Street or Adelaide Road. This can be done in stages.
- 5 Parking restrictions may be then required in Stanley Street and Hansen depending on the design, but these roads seem to be used for day time parking for people not using public transport, and are very quiet.

Notes

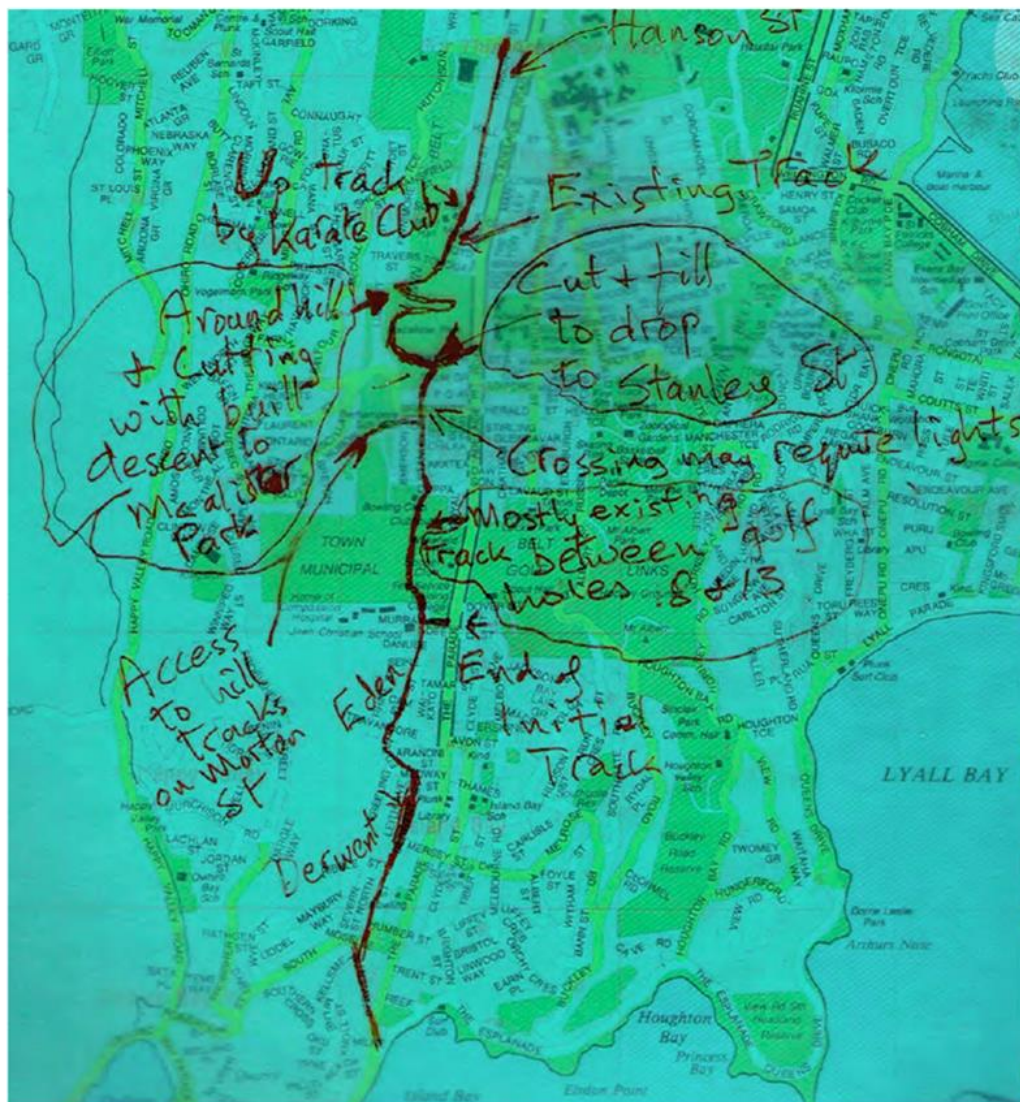
I have walked this route several times. It uses existing tracks and little used roads, and the only challenges are in the construction of a new track around the back of Wakefield and Macalister Parks.

It involves two steep sections requiring either significant excavation, or building a looping track across the slope of Macalister Park. In addition a cut and fill slope is needed for the descent to Stanley Street southwards. Lights may be needed at the intersection with Britomart. Minor alterations would be needed by the Golf clubrooms, and the track needs attention by the side of the Karate Club. In other places relatively minor work is needed to link the existing sections.

The point is that it is possible and would result in a really beautiful and pleasant cycle track that avoids the main roads. The views are excellent and there is a link to the tracks further to the West via Morton Street off Stanley Street. It is hilly but no problem for e-bikes or regular cyclists.

A Further Suggestion regarding Clyde Street

The Council could consider limiting vehicle access to Clyde Street to cyclists and pedestrians from Avon Street as far as the junction with Brighton Street with one way access only for vehicles. Install give way signs at junctions with Mersey/Melrose Street so that Clyde Street cyclists have right of way. These changes to Clyde Street will make it safer for school pick ups and for Children on foot, and eliminate the current congestion of parked cars and through traffic during school hours. Congestion would be further eased by limiting day time parking to a maximum of 6 hours, to stop motorhomes boat trailers, and live in buses being parked there permanently as is currently the situation.



**Submission regarding proposed plans for The Parade Island Bay
Addendum**

As a resident of Island Bay for 17 Years, a pedestrian, a car driver, and currently ex-cyclist, I wish to appeal to the Council to change their minds completely about the proposed plan for the Parade. I believe there is an alternative that will separate cyclists and cars, promote cycling, increase comfort and safety for all users, and allow the Parade and Island Bay to be restored to be a better place for all.

In this submission I have already included:

- Personal observations of track usage, and vehicle behaviour
- Reference to many reported accidents obtained from Residents groups that have occurred since the cycle track was installed: Council should be aware that in the 10 years prior to the installation of the track there were no accidents reported, yet when the track was installed there were at least 17 accidents in the first 18 months, and more have been reported subsequently, some serious. Fortunately no one has yet died.
- Observations of car parking needs in the areas where changes are proposed
- Comments on the disastrous impact on local businesses and churches.
- Reference to an alternative suggestion to the existing approach to the provision of a cycle track, which in my view will work for everyone, providing almost complete separation of cyclists from motorists, and restoring the Parade to a safe zone for everyone. The proposal will also deal with the problem of providing a safe cycle route through Berhampore, by feeding cyclists onto a new cycle track removed from the main road.

A few further comments should be added as there is insufficient space on the main form:

- I am very much in favour of encouraging cycling, reducing the use of cars, and reducing the carbon footprint of residents.
- However I am also conscious of the needs of residents, and in particular elderly and disabled people who are unable to use bicycles, and who would be prevented from engaging in the life of the community as a direct result of this proposal.
- Several more shops will be forced to close if the parking spaces are lost (we lost two dairies as a direct result of the current track),
- There will be increased congestion in the side streets of Clyde and Derwent through car parking. Already there is significant traffic using Clyde Street as a through road instead of the Parade since it is faster than going through the congested centre. increasing the danger to children at Island Bay School and St Francis de Sale School. Congestion at pick up time is dreadful due to the mass of cars.
- Use of buses will drop because current users will be unable to park near the bus stops.
- The plan will create massive problems for the three churches. The council may not be aware but the churches are used throughout the week for children's programmes and for activities for the elderly. These users need somewhere to park to enable them to take part in these activities,

and based on current experience, cars will be parked in the few available spaces still available in the off roads. The problem is particularly challenging for the Anglican Church (311 the Parade, on the corner of Humber Street) due to the significant proportion of elderly people making up the users .

As a resident of Humber Street we know that already there is a significant demand in the street for parking, especially for people who want to use the bus and to leave their cars close to the bus stops on the Parade. To remove parks for the area would be a major problem for everyone.

- Dealing with other minor specific aspects of the plan, the proposal to install yet more obstacles between cyclists and cars will be hazardous for everyone on foot.
- The proposal is costly and wastes money which could be better spent on creating new cycleways that are truly separate from vehicles.
- I have questioned the wisdom of the current thinking of the Council: as agreed the current design is a problem and it is unsatisfactory for everyone. At least half of the cyclists I know will not use the Parade (including myself) because we consider it too dangerous. Neither the existing nor the proposed plan have considered the needs of users of all kinds.
- The original plan and the current one are based on ideological thinking, and are not based on sound logic and rational. Instead of dealing with the real problem area for cyclists (Berhampore) the council decided to install the track in the easiest place so they could claim progress with cycling projects.
- I have been given to understand that the original plan was based on support from the powerful cycling lobby and was mostly from non-residents, and that inaccurate arguments were used including the supposed international model: I have yet to meet anyone or come across a cycle track model similar to the one being used, despite living and travelling overseas over long periods of time and visiting many countries.

The fundamental point that has been missed is the fixation that the Parade must be a cycleway, despite its unsuitability for this purpose. If we **remove** cyclists from the Parade and instead provide a safer route for cyclists on the side roads, then the problem is solved. Such a solution will be inexpensive in the Island Bay area and will still meet the needs of all users.

I have observed usage of the cycle track South of the Island Bay Shopping area and I can state that, apart from a few sunny days at rush hour time, the average number of cyclists on this section of the track remains at approximately 1 cyclist per 15 minutes (that's on both sides of the track). In other words this section of the cycle track is essentially **unused**. In the same time span there are at least 30 cars one-way and two buses, not to mention trucks and other vehicles.

This submission has taken me at least 4 days fulltime work. I hope this helps the council to appreciate how strongly feel about this matter.

C.J Studman. Island Bay Resident

The Parade: Safety improvements – February 2022

Feedback



NAME: Tony Labone	SUBURB: Hataitai	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

We are elderly and use the shopping area regularly to assist my brother and his wife to the Doctor Chemist and general shopping. This is a busy area and we need unobstructed entry and exit for wheel chair and walking

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Complete re-design with a footpath next to property boundaries cars parked next to the footpath and a cycleway marked out on the road giving motorists pedestrians and cyclists clear views and safe access

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Liberato Mollo	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22

Strongly oppose

Please provide any comments to support your answer:

The removal of parks outside my home at 332 The Parade will make it impossible for my elderly friends to come and visit. As they will not be able to park anywhere near my home. Current car parks are full most of the time and with the removal of so many by my house the closest parking will be too far for my friends to walk that are elderly or don't have the physical ability to walk from the next block. I also rely on family coming over to help and the parks are imperative to make this stressless. I have lived on The Parade for over 40 years and Island Bay for nearly 72 years and these proposals are ruining the community me and my family have helped build.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put the cycleway on right hand side of the cars. The original cycleway that was roadside with some improvements i.e. painted will do a much better job. Keep the current number of car parks.

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Bruce Gadd	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The changes proposed, specifically the loss of car parks will have a detrimental effect on the businesses and services located on the parade. A complete rethink is required.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

The changes will have an adverse effect on businesses and services on the The Parade. A radical rethink is required. In the meantime use the resealing as an opportunity to return the cycleway back to its pre 2016 position.

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Alan Harvie	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Can never get a park in the shopping area now. This lack of even lots more parking will destroy all small shops in the bay from operating. Cycleway has destroyed Island Bay and was never required. I have lived in the Bay for 75 years. Alan Harvie.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

For the huge cost and usefulness of the cycle way. The cycleway has gone to the destruction of our suburb. Ask anyone. Get rid of it.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: John Doe	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Are you kidding?? You've already destroyed a island Bay with the ludicrous cycle way. If you do this I will do everything humanly, and magically possible to insure your council is never voted in again. This is coming from someone who finds local politics as interesting as a beige and cream colour chart from Resene. What are you thinking?

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Return it to a semblance of normal. Leave us alone!!!!

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: JoElle Gragilla	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22

Strongly oppose

Please provide any comments to support your answer:

I do not support the changes proposed. I don't feel it addresses some major safety issues that are inherent in the current layout

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

I believe the best solution is to put the cycleway on the road next to the traffic as in most cases in our wonderful city. While I can see how some might feel it's safer to be separated and behind the parked cars, it's actually way more dangerous. I will bullet point Being between the curb and the cars means the cyclist has no where to go if something happens in the cycle lane: Hit a car or hit the curb. It's terrible. • car doors open into the lane • people getting off the bus have to cross the lane in places • cars pulling in and out of driveways - the cyclists can't see the cars turning right into a drive way because the parked cars are blocking the view. The cars can't see the cyclists for the same reason. • people getting out of cars • people getting children out of cars and into pushchairs are in the cycleway • people getting physically impaired people and elderly out of cars are in the cycleway • cyclist trying to pass another cyclist -it's not wide enough I can honestly say I have to look out for more dangers on the IB cycle way then on any other stretch of road on my journey into town and back. As a vehicle driver, the cycleway has squeezed what was a beautiful and spacious parade into a road where buses cannot maneuver properly and there is no room for a car to overtake a bus at some of the stops due to the traffic islands. As a pedestrian I have to look to cross the cycle way and then look to cross the road. It's not working. Please please please - use the money and put the cycleway next to the road and the parking next to the curb. If people want to feel more safe then install the slender pillars like on the Brooklyn Hill. It designates the cycle lane but also allows room to move if one needs to get out of trouble.

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

Neutral

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Lorraine Edwards	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Removing 80 - 100 car parks along The Parade will make it extremely difficult for people to visit friends and family and to access the various businesses established along The Parade. Parking is already at a premium within the shopping centre so to remove any parks from that area will encourage people to shop in other suburbs where parking is easier. Business owners are already dealing with Covid restrictions and 6% inflation. They pay high commercial Rates, WCC should be trying to encourage more shoppers, not send them to other suburbs.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put The Parade back to the way it was. It worked for everyone - including cyclists. Removing most of the parking around the Playcentre and churches and businesses will just create confusion and chaos as people try to find somewhere to park. The elderly, disabled and families will be disadvantaged. It will increase parking pressure on all the side streets and Derwent and Clyde Streets.

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

Negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Alastair W	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Island Bay is a southern coastal suburb of Wellington. A haven tucked away from the hustle and bustle of the city, with a population of approx 8,000. Island Bay shops have busy periods which include the weekends and weekday evenings, where people are returning home from the city from work or with their kids where we often stop at the shops to pick up essentials whether the post shop, unichem, or New World. The proposed changes are going to force drivers to clog up New World car park, putting pressure on New World customers. Its also going to cause a detriment to Island Bay residents and Island Bay businesses, who offer their services cheaper than what the city does (cheaper cafe food and supermarket prices than the city). This will force drivers to park over 200m away from their intended shop, forcing visitors to park in residential streets where some residents who may only have on-street parking available to them. I hope they're not going to cut down our beautiful giant oak trees on The Parade. Cyclists and scooter people already use the footpath. Why spend millions of tax payer dollars on designing a cycle lane the community doesn't like? Please view Consultation more than just a "formality". This is something you guys really need to take in! Public interest please. We like our suburb the way it is. When I was a kid I lived in Mt. Cook, had a German Shephard Cross she love Island Bay visits including the Beach. Having moved to Island Bay in my mid 20's, its a great suburb filled with nature loving friendly people and is a family and pet orientated suburb. Please don't destroy our lovely suburb. Please don't put up road works pretending to do routine road works when you're actually starting work on the cycle lane. This is what you guys did at the start. We also have a high frequency double decker bus service too, thus roads and local businesses need to be considered, as well as us who live in Island Bay. Thank you. Have a good day. Stay safe. Be kind.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

- Don't cut down the giant oak trees on The Parade. - Island Bay "needs" its parking, especially for our busy periods which are weekday evenings, and weekends between 9am-6pm. Your proposal is going to "hurt" our community, forcing people to park furtherer away, or clog up New World car park. - Create thin shoulder cycle lane markings on both sides within the Shops section, encouraging cyclists to drive closer the the left, rather than stealing and wasting space affecting other road users. - Bus Stops on The Parade (west side outside Liquor store) and east side (near Unichem) need to stay, if they need to be moved or relocated, they shouldn't be relocated far away. The No.1 and No.32X bus routes are busy bus routes, and residents and students commuting back home, should be able to stop at a bus stop close the unichem, post shop, and New World. - Come up with MULTIPLE proposed options, rather than just the ONE you have proposed us.

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

Neutral

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

Neutral

Samsung Galaxy S21 Ultra R... x Island Bay cycleway: Wellington x +

nzherald.co.nz/nz/island-bay-cycleway-wellington-city-councils-biggest-embarrassment/Y3JHNNF7V4AZLG4QSAQPGSTK5E/

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NEW ZEALAND

Island Bay cycleway: Wellington City Council's biggest embarrassment

By Georgina Campbell
Senior Multimedia Journalist

VIEW PROFILE

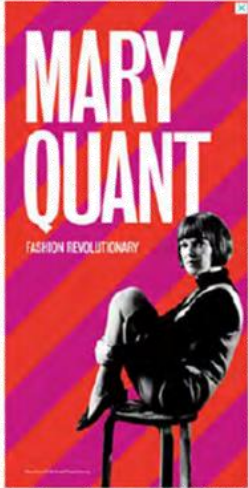

ANALYSIS:

There's a sorry state of affairs in the capital's transport network.

The island Bay cycleway is Wellington City Council's biggest embarrassment, subject of astronomical budget blowouts, court action, safety concerns - and a community at its wits' end.

The people of Island Bay are rightfully wondering what on earth the council has been doing for several years after it made a promise to fix the cycleway.

Island Bay cycleway. Photo / Mark Mitchell



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JW Island Bay cycleway: SurveyMonkey Pow... 23°C 5:31 PM 2/2/2022

The Parade: Safety improvements – February 2022

Feedback



NAME: Fran	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

To remove car parks will only remove the community hub we have in this beautiful seaside suburb - it would make the Parade the thoroughfare with out people stopping into the local shops and visiting businesses.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Do not remove the car parking and the barriers only add a hazard for people and hard for the elderly and those who have mobility issues.

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Murray	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

You have already stuffed the Parade, It is time you listen to the people and put it back as it was.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Yes don't do them and waste more money. What are you going to do with the proposed light rail system to Island Bay. Change the parade again, you should all be fired

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Deanna Sloane	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

You are seriously making the situation worse!!! Making the roads even more narrower is the biggest mistake!!!! Have you driven down the parade lately! It's a drivers worst nightmare. So narrow and so dangerous you can't even drive normally with an oncoming bus! Changing the angle parks at the shops is an absolute NO. How can someone try and park at the best of times. It already holds up so much traffic and to change it will only make the situation much worse. Seriously there isn't enough parks down the parade as it is and to remove some of them to try and make it safer is not going to work. Take a look!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Don't make it any worse

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

Negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Rhedyn Law	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

Safe separated cycleways that provide a connected route throughout Wellington are important to provide transport choice, reduce carbon emissions and reduce congestion for all road users. Improvements to the Island Bay section of the cycle network meet the councils transport and emissions reduction network, and show an ongoing commitment to improving cycleway design as the rest of the network begins to be rolled out.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Ensure that the cycleway meets minimum design standards set by the council and Waka Kotahi, including by increasing the width of the section through the shopping area to the minimum recommended 1.5m. Ensure that changes to raised pedestrian crossings and other traffic calming features to be more bus friendly still achieve their intended traffic calming and safety functions.

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: John Wilson	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The removal of so many car parks is "madness" Put the cycleway on the footpath and remove the pohutukawa trees thnenththere is plenty of room!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Removal of Parade trees it get the road back for legal users

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

Negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: ben	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The removal of so many parking spaces on The Parade will have a devastating effect on the businesses that do still remain. Even now it is very difficult to get a park anywhere near the Medical Centre, the pharmacy, butcher Library & child care & community centres, bowling green, the many lovely cafes, & the movie theatre which are at the heart of the community. Any parking in the side streets is also always in very high demand, & there is even now often back up of traffic driving around & around the block trying to find parking anywhere near those essential businesses. If one of the aims of any changes is to reduce emissions from vehicles, then this actually does, & will make that problem so much worse! For those residents of Island Bay who reside on the surrounding hills (& are not cyclists) to suggest that these proposed changes will be an improvement to the existing layout is insulting. As an avid walker, another concern is that closely shared spaces for cyclists & pedestrians can at times be very frightening, as those traveling on any wheels, be they skateboards, scooters or cycles tend to go at high speeds & are not answerable or traceable for unreasonable behavior.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Retain the limited parking spaces so that people are not forced to drive around & around producing even more emissions in the hope of finding a park form such slim pickings anywhere near the community shopping centre.

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

Very negative

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

Important

The Parade: Safety improvements – February 2022

Feedback



NAME: Natalie Zhao	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Bike safety hasn't been a main concern. The safety concerns are from heavy traffic congestions in rush hours. Morning from 8:30 to 9am, afternoon from 2:50 to 3:15pm, and again 4:45 to 5:30. It would be extremely beneficial to solve this problem first to improve safety of everyone. That includes: relocating slightly where the bus stops are on the parade in 30km zone, NEVER introducing parallel parking in the zone which would only cause more congestion.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

There haven't been many bikes, and the safety issues are not caused by lacking of cycle way bumps. Spend the money at the right spot please. Relocate bus stops slightly away from the town centre shops, for example, by the library and by the Island Bay child care center. Don't introduce parallel parking, that will only force drivers spend more time parking and let others wait in the congestion. Introduce clearway operation times for those parks. The worst congestion is at the intersection of the parade and Medway St. There's a pedestrian crossing, a bus stop and a busy intersection for supermarket shoppers! Relocating pedestrian crossing isn't a solution because cars getting in and out Medway depend on it to take a chance to join the parade. A traffic light?

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

Negative

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Chetan	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Hopeless

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Just cancel your plan

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Linda Fraser	SUBURB: Newtown	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Oppose

Please provide any comments to support your answer:

Having less carports is going to stop people using the Island Bay businesses. We don't all ride bikes especially with the steep slope to Berhampore.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Leaving carparking as it is

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

Neutral

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Andrew Wheatley	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The loss of additional car parks for retail shops will have a detrimental effect on their viability. A vibrant local shopping area is a key part of a local community and significant amenity. That some dairies have been forced to close already is a real shame for locals.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

One solution would be to reinstate The Parade how it was originally and add a solid green cycle strip between the parked cars (at kerbside) and the road carriage way. Cyclists would then be seen at all times and parallel parked cars could remain and not have a negative impact on visibility at driveways and intersections as they currently do out in the road. Also enough space for busses to pass. It's not too late...just some road paint.

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

Negative

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

Important

The Parade: Safety improvements – February 2022

Feedback



NAME: Peter Ghanem	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

It's unfair on residents and businesses to lose yet more car parks. Your proposal is not going to make the parade safer.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Yes, paint it back, and stop wasting my rates. I would rather you clean our streets and beaches.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: nicola condiffe	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

We don't have enough car parks as it is.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Get rid of the cycle path. It's dangerous I know so many people who have been hit by cars.
Reducing parking will mean people will shop else where. I strongly oppose this idea.

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

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Parvin Ravla	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

taking away parking and a totally a waste of money you may want to come and count the bikes that use this so called cycle lane verses the money you are spending. Money that would be better used the roads and infracture

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

yeah get rid of the cycle lane and put it back to the way it was - all the residents will be happy again Rate payers people that actually pay your wages

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Stephen Day	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

Thank you!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

These changes are good — they are all improvements. But I would like to see them go further. Fewer cars parked on the Parade would open up more space to make the road safer for walkers, cyclists and car drivers. Most residents already have off-street parking, and we should not be subsidising their car ownership by providing them with free land to park their car on a crucial transport road. I would also like to see the cycling lanes extended off the Parade towards Berhampore and Newtown and to the schools in Island Bay.

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Frank	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Once again, the Council is not listening to the people that are paying the rates. You need to listen to all residents and not the handful of cyclist. The way it was before was fine.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

The Council has a lack of integrity. You want to push the residents around on The Parade with no thought to their wellbeing or happiness of living there.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Aaron Tily	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

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

Very positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Emma	SUBURB: Island Bay	ON BEHALF OF:	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

So much money has been spent on the cycle-way already. It was a good idea, executed badly.
Please, no more

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

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

**Is there anything specific you think would improve the proposed changes to The
Parade?**

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

Negative

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: Solomon	SUBURB: Island Bay	ON BEHALF OF: Local iwi	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Put road back to 1990 road that was there. Wide enough for everybody.

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

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

**Is there anything specific you think would improve the proposed changes to The
 Parade?**

Back to 1980 -90 road style. There was plenty of room for all

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

Positive

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: Antonio Cacace	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

It is not a fair proposal

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

Walking in the area?

Very negative

Using the bus?

Positive

Riding bikes?

Don't know

Driving vehicles/or riding motorbikes?

Very negative

Living in the area?

Very negative

Working/owning a business in the area?

Very negative

Living with mobility or accessibility issues?

Very negative

Is there anything specific you think would improve the proposed changes to The Parade?

I would like to see the parade reverted back to how it was before the cycling lane came into existence, taking into consideration different ideas for future development.

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

Don't know

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Alison Stewart	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Putting in concrete buffers creates a trip hazard for people getting out of vehicles and further narrows a road which once had excellent visibility and width. It also introduces a hazard for bike and scooter users and restricts their ability to go round other cycle lane users. The separate cycle lanes in the shopping centre will reduce people using the shopping centre - end result is a ruined community environment

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

I would like the model of a shared footpath considered. One footpath has a shared pedestrian and cycle way (the width is there) and the footpath on the other side of the road is pedestrian only. This is a very cost effective option as there is no need for concrete barriers or loss of parking which is essential to the life of the residents, businesses and clubs in Island Bay. The costs would be associated with paint and if needed tree removal. This means everyone would have choice of which side of the road they walk. The cyclists and scooter riders are off the vehicle carriage way preventing any risk regardless of whether they were children or adults. This is an option already in use in Wellington and wider NZ. I do not understand this need to spend horrendous amounts of money to accommodate a low number of users. All means of mobility and access need to be allowed for not just the fit and enthusiastic of our community.

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Tyler Green	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

I suggest going even further and stopping all car traffic through the main shopping area by redirecting traffic through a side street. Or perhaps dedicate another section to people first existence with encouragement for shops possible by empire cinema. The cycle way in tandem with the new electric tram, there is the potential to remove all cars all together from the center to make it an incredible people space. The dream would be to have no cars from the empire cinema all the way past the main shops. If china van build 3.5km of 350km/h rail since 2008 we can do this.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Discourage driving through with cars and encourage living spaces for people to walk and meet without the worry of cars

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Chris Banks	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Oppose

Please provide any comments to support your answer:

The design is very unusual. Concrete buffers are very hard to see for cyclists in inclement weather.
Makes sense to me to put car parks next to footpaths, with cycle lanes next to traffic lanes

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

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

**Is there anything specific you think would improve the proposed changes to The
Parade?**

Revert back original concept with footpath, cars parked against footpath, then cycle lane
between cars parked horizontally, then cycle lane between cars parked horizontally and the traffic

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

Negative

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Damond Gundesen	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

There was nothing wrong with the parade before you clowns changed it. People had plenty of room to share the road safely. The fact you are wasting more ratepayers money on your stuff up is an embarrassment!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

How are you connecting this joke to the rest of wellington? This is a cycle way to nowhere!

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

Negative

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

Important

The Parade: Safety improvements – February 2022

Feedback



NAME: Tracy Gundesen	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

What a total waste of tax payer money...put it back to the way it was!

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put it back to the way it was! There was plenty of room and no accidents

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

Very negative

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: JJ Economu	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

This isn't for the community, getting ride of more parks and making more people angry and dividing the community even more. Not for this at all, and all the money wasted over the years on this cycle way. Could be used for much more import at things. Like fixing the streets and getting people off the streets.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put it back the way it was before all this started :)

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Charlotte	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Don't take the car parks out, it's hard enough to find a park when it's busy taking more car parks out is ludicrous

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

The whole cycle way is a complete mess & now you are adding more to it, we have large wide Sts along the whole Parade and it always worked well now it's just a mess All the bus stops are in stupid places, how many times have i nearly been hit by a bus as you have used up half the road for cyclists you don't use it or hardly gets used at all. Pull your head in & listen to the ACTUAL residents of Island Bay for once.

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

Negative

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

Important

The Parade: Safety improvements – February 2022

Feedback



NAME: Rob	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The cycle way is a major part of the issues. Nice ideal to be green but the reality is between vehicles, buses and pedestrians the cycleway is a major hazard and a big contributor to congestion. They also give a false sense to cyclists that everyone, pedestrians included need to give way to them.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Cycleway needs to be remove - stop ignoring the majority to provide for the minority. Do not remove angle parking - paralleled parking means a reduction in parking spaces. This makes Island bay less liveable. The trees are a part of Island bays character - removing them is appalling. You want cycleway to promote green principles but you want to remove trees? Really!

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Annette	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Don't know

Please provide any comments to support your answer:

The bike lanes on The Parade had the effect of increasing traffic and speeds of cars on our street as people avoid The Parade and use Eden Street (our street) instead. Our street has poor visibility (due to bends) in places and the increase in traffic and speeds makes it even more dangerous. I would not want any more changes that would further affect safety on our street as more people decide to avoid The Parade.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Do not make further changes yet. The previous changes were not well understood while being considered by residents. Please present changes in visual/3D model form so people can understand the implications. There was also a feeling that previous changes were an 'experiment' and 'vanity' project without sufficient real need from our community. Please slow the process and thoroughly demonstrate implications of possible changes.

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

Don't know

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

Neutral

The Parade: Safety improvements – February 2022

Feedback



NAME: John	SUBURB: Kilbirnie	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

The amount of carparks being removed are ludicrous. My parents live along the Parade and it is hard enough to find parks on Sunday afternoon. All of the people that visit them travel by car (and usually elderly) and you are now putting up a barrier for them to socialise and enjoy their home. Especially the removal of carparks in the more residential areas (outside of the main Island Bay shops) is extremely unnecessary.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Move the cycle lane back to it being roadside - this will reduce the number of carparks that need to be removed.

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

Very negative

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

Not important

The Parade: Safety improvements – February 2022

Feedback



NAME: Ron Beernink	SUBURB: Other	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

The proposed changes make the route significantly safer or easier for all road users. It is more consistent with designs for other areas in Wellington, e.g. Rongotai Road. It recognises that the removal of angle parking allows for a safer road space, particularly for the shopping area where safety of both people on foot and bike must have priority over car parking. It absolutely applaud these proposed changes.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Better visibility, clearer demarkation and separation will make the Parade a lot safer for all people of all ages, ability, and each form of transport.

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

Positive

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Pat Vinaccia	SUBURB: Island Bay	ON BEHALF OF: Empire Cinema and Eatery	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Carparking is vital to the Businesses along The Parade and the loss of over 100 carpark spaces will have a huge negative impact on the sustainability of these businesses. Furthermore, parking will be pushed to the Supermarket Parking and to the side streets which further congest the area.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

I would ideally like the Parade to go back to the Original design with the Cycleway on the Outside of parked Vehicles together with Safety changes- better lineation, signage and education. It was safe and practical for all users with good access to the community businesses. was .

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

Very negative

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

Neutral



Subject:
Date:



The Parade and The Empire Cinema
Thursday, 10 February 2022 4:11:02 pm

Hi there,

I writing to express my concerns over the cycleway design on The Parade.

My concerns:-

1. Access for people to visit the establishment. Especially the older population.
2. Just over the long weekend (Waitangi weekend) there were no parks available along Mersey street or The Parade (within 50meters of The Cinema) mainly due to the inclement weather. The proposed design with the removal of approx 40 parks direct to the North and to the South will further create congestion and make the establishment inaccessible.
3. The bus stop bypass is very dangerous for pedestrians and commuters. The near misses are uncountable.

There is further concerns but to much to list, so if there is an opportunity to talk to the project designers or officers on how they will deal with my concerns above that would be appreciated.

If you in the first instance acknowledge my email that would be appreciated.

Kind regards

Pat Vinaccia
m: [REDACTED]

The Parade: Safety improvements – February 2022

Feedback



NAME: Kerin Moriarty	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

Trying to fix an already broken situation is insane. Removing more parking and giving more space to cyclists when very few already use the services because they are so dangerous is a waste of time and money

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

For the council to listen to the feedback of residents and businesses. We do not want this, we want the current cycle lanes reversed and to revert to a shared cyclist, pedestrian and vehicle space

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Heather Bevan	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Please provide any comments to support your answer:

Concrete buffers will hinder people exiting cars who are on walking frames and wheelchairs. I pointed this out to one of your Councillors with regard to those in Rongotai and she agreed with me. I am disabled as is the person I drive around. Both with walking frames and unable to walk without them. It is already hard for her to unload her frame safely into the Cycle lane and for me as the driver into moving traffic. But then the elderly and infirm are well down on your concern

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put it back to when it was a safe carriageway, as it was for the 86 years I have been using it

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

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Mitch Holden	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

WCC has not listened to the general public. The consensus being the current layout of cycle path is more dangerous than the path being alongside the lane of movement. You cannot remove parking in the outer suburbs with first improving the public transport. Listen to the people of Wellington, and Island Bay, or don't consult for feedback at all. Research has not been taken into accidents and near misses, the sheer danger of routing cyclists behind a bus stop, with passengers disembarking is phenomenally chaotic. As a cyclist, I will also cycle in the main flow of traffic on the road lane, as visibility is best, I can be seen and can indicate my intentions. You need to get cyclists and car users together, respecting each other, rather than separating them.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

move the cycle lane back beside the traffic lane... Moving, with moving, stationary with stationary, not moving, stationary and then moving, then pedestrians. It even sounds like chaos written like that! I seriously cannot see how anyone thinks it's a good idea!

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

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Greg Johnston	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
 including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

This is ridiculous - where is the evidence showing safety improvements are needed? Taking away car parks is not the answer - you are going to kill the village shopping centre. Is this an admission that the current cycleway is unsafe? Listen to the community the road serves - not the lobbyists and planning nutters. You are wasting ratepayers money here. Outrageous arrogance from this council -who actually represents Island Bay residents? They are invisible. Even this form of feedback is designed to ignore locals and benefit well organised lobbyists from outside the community.

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Put the Parade back to how it was originally. Take responsibility for the mess you have made and apologise to the community.

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: nick grey	SUBURB: Island Bay	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

the parade is a dog's breakfast ,cyclist dont obey any road rules apart from their own view which makes driving around them full of hazzards ,they have no idea about merging ,they think the only reason to stop is if they finish ,,the sooner cyclist get ticketed in stead of pandered too the better ,if they dont obey road rules nor should any ones else ,,hide /cover number plate is what i say

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

total rethink ,its a disaster it only serves a very very small minority of road users ,its like the tail wagging the dog

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

Very negative

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

Low importance

The Parade: Safety improvements – February 2022

Feedback



NAME: Niwa Rangiwhetu	SUBURB: Berhampore	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly support

Please provide any comments to support your answer:

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Make it safer for pedestrians and add more zebra crossings

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

Very negative

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

Very important

The Parade: Safety improvements – February 2022

Feedback



NAME: Wade Pulford	SUBURB:	ON BEHALF OF: as an individual	ORAL SUBMISSION Yes
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**Overall, do you support the proposed changes to The Parade?
including traffic resolution TR-20-22**

Strongly oppose

Please provide any comments to support your answer:

This does not solve the issue that the bike lanes have narrowed the roads and buses do not have enough room to travel down, the proposal if anything even makes this worse

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

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

Is there anything specific you think would improve the proposed changes to The Parade?

Reducing parking will kill the business's in the area. The proposal doesn't improve any vehicle safety issues eg: width of the road and being able to clear sight to check vehicles coming. Also introduces vehicles at the intersections to have to stop and block the proposed crossing and cycle way when exiting. Terrible design and no thought into all people's use (vehicles, pedestrians and cyclists safety)

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

Negative

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

Low importance

We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	TR20-22 The Parade, Island Bay – Safety Improvements
What we'd like to do	<p>Resurfacing maintenance is scheduled to take place on The Parade between Mersey Street and Reef Street in early 2022.</p> <p>In the Pūrora Āmua – Planning and Environment Committee meeting on 10 November 2021, Council resolved to progress with the resurfacing works and to take the opportunity to do some additional safety improvements along the entire length of The Parade (between Dee Street and Reef Street). As part of these works, they also resolved to include separated bike lanes through the Island Bay town centre. These changes will provide safety improvements for all road users on The Parade and improve consistency and clarity of the road layout.</p> <p>The improvements will help achieve the Bike Network and Love the Bay objectives, which were developed in collaboration with the community to shape the design brief for The Parade. The objectives are:</p> <ul style="list-style-type: none"> • The Parade is safe for all users • The layout is intuitive and easy to understand • The Parade accommodates all current and future users • The visual environment is cohesive and clean • Central Island Bay is a pleasant and welcoming environment <p>We are also planning improvements to the look and feel of the main shopping area. We expect to start talking with the community from early 2022 about the possible options such as planting, new seats and art that would also be consistent with the Love the Bay objectives.</p> <p>To improve safety on The Parade and help work toward these objectives, we are proposing to:</p> <ul style="list-style-type: none"> • Widen the traffic lanes through the residential areas from 3m to 3.2m • Widen the buffer space between the bike lanes and the on-street parking and install physical separators to: <ul style="list-style-type: none"> – Provide physical protection for people on bikes, and – Give people a raised, separated space to use when entering and exiting parked cars • Adjust on-street parking through the residential areas as follows: <ul style="list-style-type: none"> – Provide a 3m parking setback at driveways to improve safety and visibility

<p>We are proposing a change in your area</p> <p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p>	
	<ul style="list-style-type: none"> – Remove parking where space is constrained between kerbs to provide safe widths for motor vehicle and bike lanes – Remove individual car park markings to provide more parking flexibility • Provide clear and consistent pavement markings across intersections to improve clarity for all users along The Parade • Install separated bike lanes through the town centre • Make adjustments to the traffic calming in the town centre through measures such as raised tables, kerb buildouts, and dual crossings across side roads for pedestrians and people on bikes • Change the angled parking in the town centre to parallel parking
Why we are proposing the change	<p>Since completion of the bike lanes along The Parade in 2016, there has been concern from residents that the layout is confusing and unsafe. Some of the key concerns that have been raised by the community include the following:</p> <ul style="list-style-type: none"> • The layout is inconsistent and confusing, particularly at intersections and transitions to and from the bike lanes • The traffic lanes are narrow, making it difficult for motor vehicles to safely manoeuvre • There is a lack of intervisibility between people on bikes and people driving, particularly at driveways and intersections • People park cars in the bike lane car-door buffer zones • There is a lack of visibility and designated space for people on bikes at transitions from the bike lane • The kerbside bike lanes make it harder for vehicle passengers to exit from parked cars and cross the bike lane to the footpath
Location – where we propose to make the change	The length of The Parade, Island Bay, between the intersections with Dee Street and Reef Street
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for people on bikes • General improvements to public safety by reducing vehicle impediment and increasing driver visibility • Net parking impact – removal of approximately 80 to 100 parking spaces • Pedestrian impact – improves visibility when crossing roads and driveways, and improved safety when exiting vehicles and crossing the bike lanes • Annual parking revenue impact – no change
How this relates to the Council's strategic direction, including the parking policy	<ul style="list-style-type: none"> • Support shift in type of transport used in accordance with Council's transport hierarchy – facilitate a shift to using active (e.g. walking and cycling) and public transport through parking management and pricing, with the aim to move more people using fewer vehicles • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles

<div> <div>We are proposing a change in your area</div> <div> Absolutely Positively Wellington City Council Me Heke Ki Pōneke </div> </div>	
	<ul style="list-style-type: none"> Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, good urban design outcomes and attractive streetscapes. Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 6,300 to 11,200 vehicles per day (varies along the length of The Parade) Average daily bike count – 380 to 450 bike trips per day To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9am Tuesday 25 January 2022 at www.transportprojects.org.nz/the-parade/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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.transportprojects.org.nz/the-parade/ or emailing us at theparade@wcc.govt.nz. Please note: if you are giving feedback, the consultation period opens 9am Tuesday 25 January 2022 and finishes 5pm Sunday 13 February 2022. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 14 February 2022. The proposal will go to the Planning & Environment Committee on Thursday 10 March 2022. If approved, installation of the proposal will begin within the following three months.

We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 141 metres north of its intersection with Medway Street (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 17 metres. (3 parallel parking spaces)</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 50.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 78.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 13 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 97 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 105.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 17 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 127.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 47.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 60 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>

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The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 59.9 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748388.8m y= 5422501.5 m), and extending in a southerly direction for 19.5 metres.
Medway Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	South side, commencing 19 metres west of its intersection with The Parade (Grid coordinates x=1748380.6 m, y=5422546.2 m), and extending in a westerly direction following the southern kerb line for 12.5 metres (4 angled vehicle parks).
Medway Street	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	North side, commencing 21 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11 metres.
The Parade	<i>P10, at all times</i>	<i>East side, commencing 12 metres south the southern kerb line of Mersey Street (Grid coordinates x= 1748320.9m y= 5422266.7m), and extending in a southerly direction for 5 metres.</i>
The Parade	<i>P10, at all times</i>	<i>West side, commencing 36.7 metres south the southern kerb line of Mersey Street (Grid coordinates X=1748301.6 Y=5422248.0m), and extending in a southerly direction for 5 metres.</i>
The Parade	<i>P20, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 52 metres north of its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 9.5 metres.</i>
The Parade	<i>P120, Monday to Sunday, 8:00am - 8:00pm</i>	<i>East side, commencing 18.8 metres north the northern kerb line of Reef Street (Grid coordinates X=1748128.8m Y=5421683.7m), and extending in a northerly direction for 43.2 metres.</i>

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

Column One	Column Two	Column Three
The Parade	Mobility parking, Displaying an Operation Mobility Permit Only, At All Times	East side, commencing 132 metres from its intersection with Tamar Street (Grid coordinates x= 1748435.6 m, y= 5422940.4 m), and extending in a southerly direction following the eastern kerbline for 6 metres.
The Parade	Bus stop, at all times	West side, commencing 24.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres.
The Parade	Bus stop, at all times	East side, commencing 145.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.
The Parade	Bus stop, at all times	West side, commencing 19.9 metres north of the northern kerb line of Mersey Street (Grid coordinates x= 1748323.9m y= 5422316.1m) and extending in a northerly direction for 14 metres.
The Parade	Mobility parking, vehicles displaying an operation mobility card only, P60 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 27 metres from its intersection with Medway Street and extending in a northerly direction for 4 metres
The Parade	P60, Monday to Saturday, 8am to 6pm, Vehicles Displaying an Operational Mobility Permit Only	East side, commencing 44.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748390.3m y= 5422515.9m) and extending in a southerly direction for 5 metres.
Medway Street	Taxi Stand	North side, commencing 9.5 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11.5 metres.

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Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	No stopping, at all times	West Side, commencing 22.1 metres North from its intersection with Tamar Street (Grid Co-Ordinates X=1,748,422.14 Y=5,422,965.38) and extending north for 5 metres along the western street line.
The Parade	No stopping, at all times	West side, commencing 11.1 metres south of its intersection with Dee Street (Grid coordinates X=1,748,443.7m Y=5,423,178.5m), and extending in a southerly direction for 5 metres.
The Parade	No stopping, at all times	East side, commencing 56 metres south from its intersection with Mersey Street (Grid coordinates x=1,748,324.81m y=5,422,279.3m) and extending in a southerly direction following the eastern kerb line for 6 metres.
The Parade	No stopping, at all times	West side, commencing 55.26 metres north of its intersection with Humber Street (Grid coordinates x=1748198.11m, y=5421934.38m) and extending in a northerly direction following the western kerb line for 6 metres.
The Parade	No stopping, at all times	West side, commencing 262 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 4 metres.
The Parade	No stopping, at all times	West side, commencing 269.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 19.5 metres.
The Parade	No stopping, at all times	West side, commencing 43.5 metres south of the southern kerb line of Humber Street (Grid coordinates X=1748184.2m Y=5421882.5m), and extending in a northerly direction for 8.9 metres.
The Parade	No stopping, at all times	West side, commencing 20.6 metres south of the southern kerb line of Humber Street (Grid coordinates X=1748191.0m Y=5421903.6m), and extending in a northerly direction for 20.6 metres.

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The Parade	<i>No stopping, at all times</i>	West side, commencing 3.7 metres north of the northern kerb line of Reef Street (Grid coordinates X=1748110.7m Y=5421673.5m) and extending in a northerly direction for 2.8 metres.
The Parade	<i>No stopping, at all times</i>	West side, commencing 20.5 metres north of the northern kerb line of Reef Street (Grid coordinates X=1748118.4m Y=5421688.5m), and extending in a northerly direction for 18 metres.
The Parade	<i>No stopping, at all times</i>	North side, commencing 2.5 metres north of its intersection with The Parade and extending in an easterly direction following the eastern kerbline for 6.5 metres.
Humber Street	<i>No stopping, at all times</i>	South side, commencing 1.5 metres east of its intersection with The Parade and extending in an easterly direction following the southern kerbline for 5.5 metres.
Medway Street	<i>No stopping, at all times</i>	South side, commencing from its intersection with The Parade and extending in a westerly direction following the southern kerbline for 14.5 metres.
Medway Street	<i>No stopping, at all times</i>	North side, commencing from its intersection with The Parade and extending in a westerly direction following the northern kerbline for 9.5 metres.
Avon Street	<i>No stopping, at all times</i>	North side, commencing from its intersection with The Parade (Grid coordinates x= 1748409.1 m, y= 5422715.3 m), and extending in an easterly direction following the northern kerbline for 7.5 metres.
The Parade	<i>No stopping, at all times</i>	East side, commencing 71 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 7.5 metres.
The Parade	<i>No stopping, at all times</i>	East side, commencing 91.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 6.5 metres.
The Parade	<i>No stopping, at all times</i>	East side, commencing 101 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4.5 metres.
The Parade	<i>No stopping, at all times</i>	East side, commencing 122.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 5 metres.

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The Parade	No stopping, at all times	West side, commencing 131.5 metres north of its intersection with Medway Street, (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 9.5 metres.
Reef Street	No stopping, at all times	North side commencing at a prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748128.4m, y= 5421662.1m) and extending in an easterly direction following the northern kerb line for 10 metres
Tamar Street	No stopping, at all times	North side, commencing 2.5 metres north of its intersection with The Parade and extending in an easterly direction following the eastern kerbline for 6.5 metres.

Delete from Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	Pedestrian crossing	Commencing 40.5 metres south of the southern kerb line of Avon Street (Grid coordinates x= 1748403.7m y= 54226654.0m).
The Parade	Pedestrian crossing	Commencing 16.2 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748383.5m y= 5422544.7m).

Delete from Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	Cycle lane	East side, commencing 19.3m north of the northern kerb line of Dover Street (Grid coordinates x= 1748489.8m y= 5423310.5m) and extending in a southerly direction for 603 metres.
The Parade	Cycle lane	East side, commencing 7.7 metres south of the northern kerb line Medway Street (Grid coordinates x= 1748394.0m y=5422553.0m) and extending in a southerly direction for 930 metres.

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The Parade	Cycle lane	West side, commencing 12.3 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748399.0m, y=5422726.7m) and extending in a northerly direction for 575 metres.
The Parade	Cycle lane	West side, commencing 24.4 metres north of the northern kerb line Reef Street (Grid coordinates x= 1748118.7m y=5421692.9m) and extending in a northerly direction for 930 metres.

Add to Schedule A (Time Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 218 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 22.4 metres.
The Parade	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 253.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 14.9 metres.
The Parade	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 287 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 57.1 metres.
The Parade	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 10.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15.6 metres.
The Parade	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 49.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.1 metres.

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The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 72 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.2 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 100.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 12.8 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 147 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 173.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 7 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 209.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 223.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5.5 metres.</i>
Medway Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 32.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 5 metres.</i>
Medway Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 20.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 18.8 metres.</i>

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Medway Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 44.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerblane for 7.8 metres.</i>
Medway Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 59 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerblane for 5.4 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 42 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerblane for 7.3 metres.</i>
The Parade	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 73 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerblane for 5.1 metres.</i>
The Parade	<i>P10, at all times</i>	<i>East side, commencing 10 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerblane for 10.1 metres.</i>
The Parade	<i>P20, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 47 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerblane for 5 metres.</i>
The Parade	<i>P120, Monday to Sunday, 8:00am - 8:00pm</i>	<i>East side, commencing 60.5 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerblane for 17.6 metres.</i>
Reef Street	<i>P120, Monday to Sunday, 8:00am - 8:00pm</i>	<i>North side, commencing 6 metres east of its intersection with The Parade (Grid Coordinates X = 1748123.42m, Y = 5421664.377m and extending in an easterly direction following the northern kerblane for 5.7 metres.</i>

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

Column One	Column Two	Column Three
The Parade	Bus stop, at all times	West side, commencing 346 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 15 metres.
The Parade	Mobility parking, at all times, displaying an operation mobility permit only	East side, commencing 131.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 7.8 metres.
The Parade	Bus stop, at all times	East side, commencing 121.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15 metres.
The Parade	Mobility parking, at all times, displaying an operation mobility permit only	East side, commencing 180.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15.7 metres.
Medway Street	Mobility parking, displaying an operation mobility permit only, P60 Monday to Saturday, 8:00am - 6:00pm	North side, commencing 14 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 7.8 metres.
Medway Street	Taxi stand, at all times	North side, commencing 21.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 11 metres.
The Parade	Bus stop, at all times	West side, commencing 229.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 15 metres.

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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dee Street	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a westerly direction following the southern kerbline for 9.3 metres.
Dee Street	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in an easterly direction following the southern kerbline for 12.9 metres.
The Parade	No stopping, at all times	West side, commencing at its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 57.3 metres.
The Parade	No stopping, at all times	West side, commencing 63 metres south of its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 22.5 metres.
The Parade	No stopping, at all times	West side, commencing 96.5 metres south of its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 63.7 metres.
The Parade	No stopping, at all times	West side, commencing 172 metres south of its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 55.8 metres.
The Parade	No stopping, at all times	East side, commencing at its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 21.3 metres.

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The Parade	No stopping, at all times	East side, commencing 33 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 39.3 metres.
The Parade	No stopping, at all times	East side, commencing 82 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 8.9 metres.
The Parade	No stopping, at all times	East side, commencing 96 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 46.4 metres.
The Parade	No stopping, at all times	East side, commencing 153 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 24.6 metres.
The Parade	No stopping, at all times	East side, commencing 190.5 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 38 metres.
Tamar Street	No stopping, at all times	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748421.519m, Y = 5422952.223m and extending in a westerly direction following the northern kerbline for 6.6 metres.
Tamar Street	No stopping, at all times	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748436.727m, Y = 5422951.058m and extending in an easterly direction following the northern kerbline for 8.6 metres.
The Parade	No stopping, at all times	West side, commencing at its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 30.6 metres.

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The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 71 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 19.6 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 97.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 33.3 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 144 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 12.2 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 161.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 56.6 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 240.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 12.9 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 268 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 18.7 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 344 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 1.9 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 361 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 25.6 metres.</i>

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The Parade	No stopping, at all times	East side, commencing at its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 26.2 metres.
The Parade	No stopping, at all times	East side, commencing 31 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 11.1 metres.
The Parade	No stopping, at all times	East side, commencing 59 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 17.4 metres.
The Parade	No stopping, at all times	East side, commencing 85 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 46.3 metres.
The Parade	No stopping, at all times	East side, commencing 139 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 33.6 metres.
The Parade	No stopping, at all times	East side, commencing 186.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 19.2 metres.
The Parade	No stopping, at all times	East side, commencing 213 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 15 metres.
Avon Street	No stopping, at all times	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748408.604m, Y = 5422714.063m and extending in an easterly direction following the northern kerbline for 10.1 metres.

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Avon Street	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in an easterly direction following the southern kerbline for 13.2 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.6 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 26 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 23.2 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 62.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 82.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 113 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.2 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 136.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.8 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 156.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16.6 metres.</i>

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The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 196 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.5 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 214.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.2 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 229 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 21.7 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 261.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16.2 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 284 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 300 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.6 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 314 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 39.5 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>East side, commencing 359.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.7 metres.</i>

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The Parade	No stopping, at all times	East side, commencing 386.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 42.7 metres.
Medway Street	No stopping, at all times	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 13.8 metres.
Medway Street	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 20.4 metres.
The Parade	No stopping, at all times	West side, commencing at its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 42 metres.
The Parade	No stopping, at all times	West side, commencing 49.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 23.5 metres.
The Parade	No stopping, at all times	West side, commencing 78 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 151.8 metres.
The Parade	No stopping, at all times	West side, commencing 244.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 22.2 metres.
The Parade	No stopping, at all times	West side, commencing 21 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 33.6 metres.

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The Parade	No stopping, at all times	West side, commencing 61.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 24.2 metres.
The Parade	No stopping, at all times	West side, commencing 90.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 10.3 metres.
The Parade	No stopping, at all times	West side, commencing 106 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 9.1 metres.
The Parade	No stopping, at all times	West side, commencing 121 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 10.5 metres.
The Parade	No stopping, at all times	West side, commencing 136.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 12.1 metres.
The Parade	No stopping, at all times	West side, commencing 163.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 16 metres.
The Parade	No stopping, at all times	West side, commencing 219.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 31.1 metres.
The Parade	No stopping, at all times	West side, commencing 257.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 9 metres.

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The Parade	No stopping, at all times	West side, commencing 287.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 11.2 metres.
The Parade	No stopping, at all times	West side, commencing 305.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 35.6 metres.
The Parade	No stopping, at all times	West side, commencing 350.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 16.7 metres.
The Parade	No stopping, at all times	East side, commencing at its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerbline for 9.8 metres.
The Parade	No stopping, at all times	East side, commencing 20 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerbline for 14.7 metres.
The Parade	No stopping, at all times	East side, commencing 48 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerbline for 321.2 metres.
Humber Street	No stopping, at all times	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748211.569m, Y = 5421929.348m and extending in an easterly direction following the northern kerbline for 6.7 metres.
Humber Street	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a westerly direction following the southern kerbline for 13.4 metres.

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Humber Street	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in an easterly direction following the southern kerbline for 8 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing at its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 21.4 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 35 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 20.1 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 65 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 29.7 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 113 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 36.9 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 161 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 19.4 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 186.5 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 8.8 metres.</i>
The Parade	<i>No stopping, at all times</i>	<i>West side, commencing 201 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 8.7 metres.</i>

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The Parade	No stopping, at all times	West side, commencing 218 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 53.1 metres.
The Parade	No stopping, at all times	East side, commencing at its intersection with Humber Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 8.9 metres.
The Parade	No stopping, at all times	East side, commencing 24 metres south of its intersection with Humber Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 127.8 metres.
Trent Street	No stopping, at all times	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748161.965m, Y = 5421775.595m and extending in an easterly direction following the northern kerbline for 7.2 metres.
Trent Street	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748159.004m, Y = 5421766.417m and extending in an easterly direction following the southern kerbline for 7.5 metres.
The Parade	No stopping, at all times	East side, commencing at its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 47 metres.
The Parade	No stopping, at all times	East side, commencing 52 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 8.4 metres.
The Parade	No stopping, at all times	East side, commencing 78 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 21.2 metres.

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Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Avon Street	<i>Pedestrian crossing</i>	<i>Commencing 6 metres east of its intersection with The Parade (Grid Coordinates X = 1748407.973m, Y = 5422707.739m).</i>
The Parade	<i>Pedestrian crossing</i>	<i>Commencing 44.2 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m).</i>
Medway Street	<i>Pedestrian crossing</i>	<i>Commencing 6.8 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).</i>
The Parade	<i>Pedestrian crossing</i>	<i>Commencing 9.3 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).</i>

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

Column One	Column Two	Column Three
The Parade	<i>Cycle lane</i>	<i>West side, commencing 72 metres north of its intersection with Derwent Street (Grid Coordinates X = 1748079.640m, Y = 5421586.479m) and extending in a northerly direction following the western kerbline for 1,535 metres.</i>
The Parade	<i>Cycle lane</i>	<i>East side, commencing 4 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m) and extending in a southerly direction following the eastern kerbline for 1,575 metres.</i>

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Date:

18 January 2022